

# FLORIDA

## Highways



Official Publication of

STATE ROAD DEPARTMENT OF FLORIDA — FLORIDA HIGHWAY PATROL

VOLUME 10  
NUMBER 4

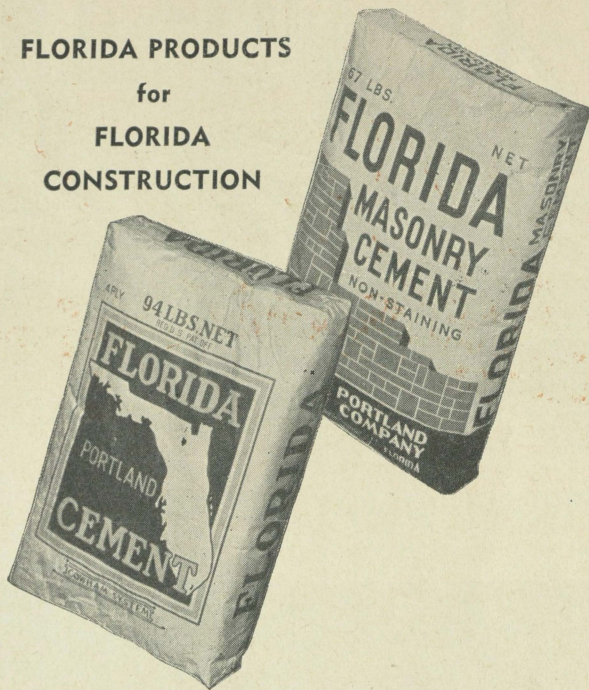



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# Transactions of Meeting of Florida State Road Department

## HELD IN MIAMI FEBRUARY 27-28

The State Road Department of Florida held a special meeting at Miami, Florida, on February 27, 1942, for the purpose of hearing any complaints and suggestions from the public regarding the budget for construction and maintenance for the year 1942, adopted at the meeting of January 19-20 and published according to the provisions of Chapter 9312, Acts of 1923, and for the transaction of regular business of the Department. The following members and officials of the Department were present:

Thomas A. Johnson, Chairman; James R. Stockton, H. H. Hector, C. Fred Ward, Members; H. H. Baskin, Secretary; L. A. Fraleigh, Jr., Assistant Secretary; J. H. Dowling, State Highway Engineer; L. K. Cannon, E. C. DeGarmo, Assistant Highway Engineers; T. M. Shackelford, Attorney; R. W. Ervin, Jr., Assistant Attorney; R. J. Waterston, Jr., Auditor; E. S.

Fraser, Bridge Engineer; W. A. Kratzert, Maintenance Engineer; J. C. DeCamps, Right of Way Engineer; J. W. Allen, J. R. Slade, H. H. McCallum, N. S. Emery, W. D. LeVeille, Division Engineers.

### APPROVAL OF MINUTES

On motion of Mr. Stockton, seconded by Mr. Ward, the minutes of the meeting held on January 19-20 were approved.

### APPROVAL OF MEMBERS' EXPENSE ACCOUNTS

On motion of Mr. Ward, seconded by Mr. Stockton, the members' expense accounts were approved and ordered paid, as follows:

James R. Stockton.....	\$ 56.15
James R. Stockton .....	24.80
James R. Stockton .....	29.60
James R. Stockton .....	47.40
C. Fred Ward .....	65.70

C. Fred Ward .....	13.05
Jack F. Townsend .....	124.30
James F. Townsend .....	15.03

### APPROVAL OF CONTRACTS AWARDED SINCE LAST MEETING

On motion of Mr. Hector, seconded by Mr. Ward, the following resolution was adopted:

WHEREAS, pursuant to due advertisement, the Department did on certain dates as hereinafter indicated receive bids for the construction of certain projects and for the furnishing of certain materials, as hereinafter listed; and

WHEREAS, the firms hereinafter named were and are hereby declared to be the lowest responsible bidders therefor,

NOW, THEREFORE, BE IT RESOLVED, that the action of the Chairman in awarding the contracts hereinafter listed be and the same is hereby approved, which said contracts are as follows:

### Construction

Project	Road	County	Contractor	Amount
<b>Bids of Jan. 22</b>				
5158(3) .....	79	Polk .....	Marion Contr. Co.....	\$249,565.00
5179(2) .....	106	Madison .....	S. M. Wall.....	44,382.76

### Materials

<b>Bids of Jan. 26</b>				
Acct. 8431 Rd. 1.....	Holmes-Wash.	Tr. Str. Timber.....	Georgia Creos. Co.....	26,188.71
5630 Rd. 378 .....	Alachua	Tr. Timber Piling .....	Georgia Creos. Co. ....	2,294.97
		Bit. Coat. Pipe Arch Culv. ....	Dixie Culv. & Metal .....	722.80
		Bit. Coat. Pipe Arch Culv. ....	Dixie Culv. & Metal .....	1,555.20
		Bit. Coat. Pipe Arch Culv. ....	Dixie Culv. & Metal .....	280.80
<b>Bids of Feb. 6</b>				
Acct. 8423 .....	Lake City	Bit. Coat. Sect. Plate Arch .....	Tri-State Culv. & Mach. ....	4,407.00
		Steel Channel .....	Tri-State Culv. & Mach. ....	234.00
<b>Bids of Feb. 17</b>				
5649 Rd. 10 .....	Bay	Reinf. Steel .....	Concrete Steel Co. ....	1,604.98
		Str. Steel .....	Virginia Bridge Co. ....	30,225.00
		Mach'y & Castings .....	Virginia Bridge Co. ....	21,725.00
		Reinf. Steel .....	Concrete Steel Co. ....	3,756.48
		Str. Steel Appr. Spans .....	Virginia Bridge Co. ....	2,522.25
		Str. Steel Bascule .....	Virginia Bridge Co. ....	16,500.00
		Mach'y & Castings .....	Virginia Bridge Co. ....	17,556.00
		Reinf. Steel .....	Concrete Steel Co. ....	1,651.50
5399 Rd. 62 .....	Lafayette-Suwannee	Tr. Struc. Timber .....	Tampa Lbr. & Creos. ....	7,618.96
<b>Bids of Feb. 20</b>				
W. O. 0177 Rd. 3 .....	Seminole	Bit. Coat. Pipe Arch Culv. ....	Dixie Culv. & Metal .....	26,977.00
<b>Bids of Feb. 23</b>				
5438 Rd. 376 .....	Duval			

### Paint

<b>Bids of Jan. 26</b>			
25,000 gal. ....		Orange Centerline Paint .....	Baltimore Paint & Col. Wk.....
			40,750.00

### DELEGATIONS AND REQUESTS

The Secretary called the roll of counties alphabetically and the following delegations and requests were registered:

#### Baker County

Representative J. D. Dugger, C. M. Barber, Chairman of the County Commissioners and B. R. Burnsed, Attorney, were present from Baker County. Mr. Burnsed requested continued work on Road 154 and Road 49, and especially asked for the bridge on Road 49. He requested use of the county's second gas tax funds on these projects. Mr. Dugger endorsed these requests, adding that the bridge was especially needed and that Road 154 was in such a bad condition that tractors were frequently required to pull cars from the mud.

#### Brevard County

Representative Noah Butt appeared and requested the construction of the Melbourne Bridge and that it be placed in the budget. He asked that a stretch of Road 219 be taken over for maintenance. He stated that Brevard County's program for use of the surplus gas tax fund had been given to Mr. Ward, and asked that the Road Department cooperate in carrying

out this program.

#### Broward County

F. L. Neville, Chairman of the County Commissioners, and C. B. Smith and L. S. Remsberg, Members of the same Board, were present from Broward County. Mr. Remsberg requested consideration of the bridge on Road 26 across the river, and said that the county would appreciate anything that could be done.

#### Dade County

The Dade County delegation included N. P. Lowery, Chairman of the Board of County Commissioners, J. D. Redd, and J. Lamar Paxon, Members of the Board, F. W. Cason, Attorney, Edmund Friedman, Engineer, and M. M. Lepp, City Engineer of Miami Beach.

Mr. Lowery welcomed the Members of the Road Department and expressed the appreciation of the city and county for the meeting in Miami.

Mr. Cason called attention to an agreement between the Road Department and Dade County to the effect that certain roads would be constructed and the money would not be charged to Dade County. He stated the roads now in the Budget were included in this agreement and he did not

feel that this money should be charged to that Division or the county.

Mr. Johnson explained that Dade County under the old gasoline law had run out of credits and the money went into the General Fund of the State Road Department; but now, with the new gasoline tax laws, Dade County would have credits to be spent only in that county. Mr. Hector stated that this money amounting to about a million dollars should have been deducted from the funds before they were divided equally among the five divisions. Mr. Friedman, County Engineer, spoke in behalf of this agreement that the million dollars would be spent in Dade County, and gave it as his opinion that this money should be taken out and not considered a part of the total gasoline fund to be divided among the five divisions, as this latter plan would result in an unfair shortage of the allocation to the Fourth Division.

Mr. Cason filed a map showing the roads they wished taken over for maintenance, and a certified copy of the following resolution from the County Commissioners:

The following resolution was offered by Commissioner J. Lamar Paxon, seconded



by Commissioner J. D. Redd, and upon vote duly adopted:

WHEREAS an agreement was entered into by and between the State Road Department of Florida and the Board of County Commissioners of Dade County, Florida, evidenced by letter addressed to Hon. Arthur B. Hale, Chairman of the State Road Department, dated November 1, 1933, signed by J. Lamar Paxson, Chairman of the Board of County Commissioners, and accepted on June 20, 1940 by J. W. Perkins, Chairman of the State Road Department, under the terms of which agreement the State Road Department agreed to use approximately \$1,000,000 of funds which had accumulated to Dade County's credit under a certain law enacted by the Legislature in 1937, which Act was in litigation, said sum to be used for the construction of certain roads in Dade County and leading to Dade County; and

WHEREAS, the expenditure of said funds under the terms of said tentative agreement was not to be charged to allocations which would otherwise have been made for road construction work in Dade County; and

WHEREAS the 1942 budget of the State Road Department sets up certain expenditures for road construction to be made in Dade County aggregating approximately \$960,000; and

WHEREAS Dade County, in addition to the allocation last aforesaid of the moneys to be expended in Dade County and in the City of Miami for road construction and for maintenance, has requested the State Road Department to take over the maintenance of the following described roads lying in Dade County:

State Road 270 from State Road 141 to State Road 370;

N. W. 27th Ave. from State Road 270 to State Road 26;

State Road 272 from State Road 26 to State Road 271;

State Road 271 from State Road 272 to State Road 369;

South Allapattah Road and Mowry Drive (State Roads 271 and 369) from State Road 4-A to State Road 4-A;

LeJeune Road from Little River Canal to N. W. 79th Street (State Road 140-A);

79th Street (State Road 140-A) from State Road 4 to Collins Avenue (State Road 140 and 182);

AND WHEREAS said State Road Board has indicated its willingness to take over said described roads for maintenance as soon as Dade County has supplied the necessary rights of way;

NOW, THEREFORE, BE IT RESOLVED by the Board of County Commissioners of Dade County, Florida, that upon the expenditures by the State Road Board of the amounts allocated as aforesaid to Dade County in its budget for 1942 and upon the State Road Department taking over for maintenance the roads hereinabove described, thereupon, in the opinion of this Board the agreement of November 1 aforesaid will have been fully complied with in all respects by said State Road Department.

ADOPTED this 27th day of February, 1942.

Whereupon Mr. Hector moved the adoption of the following resolution, which was seconded by Mr. Stockton and unanimously adopted:

#### RESOLUTION

BE IT RESOLVED by the State Road Department that in addition to the amounts that will be included in its 1942 budget for road construction work in Dade County in compliance with said agreement of November 1st, 1939, referred to in the foregoing resolution of the Board of County Commissioners of Dade County, the Department agrees that upon Dade County furnishing the necessary rights of way acceptable to the Department for the roads which are referred to in said County resolution and which the Department is by said County resolution requested to

take over for maintenance, it will take over for maintenance said roads to be maintained in the same manner as other state roads of the same importance are maintained.

A telegram from Mr. Hoke Welch, Managing Editor of the Miami Daily News, addressed to Chairman Johnson at Tallahassee, was read by the Secretary. Mr. Welch asked the Department to approve the naming of the County causeway between Miami and Miami Beach in honor of General Douglas MacArthur.

#### RESOLUTION:

On motion of Mr. Hector, seconded by Mr. Stockton, the members voted to refer the matter of naming the Dade County causeway to the Dade County Commissioners, with assurance that the Road Department would confirm the name conferred upon the bridge by the Commissioners.

#### Glades County

Representative J. H. Peeples, J. E. Friereson, Chairman of the County Commissioners and I. E. Scott, Tax Assessor, were present from Glades County. Mr. Peeples said that Glades County is much interested in the completion of Route 19, especially that section from the Hendry-Palm Beach County line in South Bay. He also asked that Road 29 south of Moore Haven be given some treatment to preserve it.

#### Gulf County

Mr. Joe Sharit spoke in the interest of the bridge on Road 6 across the inland waterway canal. He called attention to the fact that the contract for this bridge was let subject to priority, and it now seemed doubtful that the priority would be granted. He stated further that he knew where the order had been cancelled for material for another bridge after the steel had been fabricated, and that he believed this material might be secured for the canal bridge if the Department would look into the matter. He also requested that Road 175 be kept in the budget and completed as soon as possible.

#### Hamilton County

A letter from Minor Peeples of Jasper asking that the road from Marion Station, in Hamilton County, be hard surfaced to Road 50, a distance of about one and one-half miles.

#### Hernando County

A telegram from the Brooksville-Hernando County Chamber of Commerce requested consideration of the construction of a cross-state highway from the East Coast through Orlando, Winter Garden, Clermont, Groveland and Brooksville to the new Gulf Coast highway, to provide access to and from military areas in Tampa, Ocala, Orlando and on the East Coast.

#### Highlands County

L. C. Crews, Chairman of the County Commissioners, M. R. McDonald, Attorney, and H. F. Piety, Clerk, were present from Highlands County. Mr. McDonald expressed appreciation for what the Road Board and engineers are doing and asked that all Highlands County projects listed in the tentative budget be allowed to remain in the final budget. He pledged the cooperation of his county toward the completion of their projects. He urged that work proceed at once on the surfacing of that section of Route 19 for 12 miles from the Glades County line to Road 8, near Lake Annie, and that the road be graded from Sebring to Avon Park. He also urged the early construction of the overpass at Lakemont on Road 8-A, since the right of way has been obtained for this project.

#### Hillsborough County

Those present from Hillsborough County included E. W. Simmons, County Commissioner, Joe Merrin, County Engineer, M. M. Frost, F. M. Traynor and J. L. Cone. Mr. Merrin filed the following requests from the County Commissioners:

1. Completion of Road 23 from Hillsborough County line to Zephyrhills, in-

cluding the construction of the bridge over the Hillsborough River.

2. Maintenance of Road 30 from Road 23 at Ruskin, east to the county line.

3. Installation of automatic signal at the ACL railroad crossing on Road 23 at Ucuta.

4. That efforts be made to obtain necessary approval for Road 341, extension of Dale Mabry Highway, to Road 17, and construction of Road 17, Memorial Highway, from Project 96 to Pinellas county line.

Mr. Simmons spoke especially in the interest of Road 23, stating that it would require only about 3 miles to complete this road. He extended an invitation to the Board to meet in Tampa.

Mr. Frost invited the Board to hold the next meeting in Tampa and supported this invitation with telegrams from R. E. L. Chancey, Mayor, and R. A. Liggett, President of the Tampa Chamber of Commerce. He also presented a telegram from Mr. Liggett urging completion of Swearingen Highway in Hillsborough County, and the construction of Road 392 in Pasco and Hernando counties.

#### Indian River County

Frank C. Vickers, County Commissioner, and Chas. A. Mitchell, Attorney, were present from Indian River County. Mr. Mitchell presented two requests from the County Commissioners: (1) that the improvement to the road between Fellsmere and Sebastian be extended over Louisiana Avenue in Sebastian; (2) State maintenance of bridge across the Indian River known as Winter Beach Bridge. He said that the County did not have sufficient money to maintain this bridge but they had \$5,000 which they would contribute to the Department for this purpose. He reported the bridge to be in fair condition.

#### Marion County

Those present from Marion County were J. E. Walker, County Engineer, Wallis Sturgis, Attorney, and L. B. Thrasher.

Mr. Walker requested Road 2 north of Ocala, from Lowell to the Alachua County line. He stated that this road is in very bad condition and that tourists are dodging this piece of road. He said that although the road has been in the budget for the past three years it is not in the present budget. Mr. Sturgis said that the people of Marion County were greatly disappointed to find this road omitted from the budget, and he filed letters of protest from the Marion County Commissioners, the Marion County Chamber of Commerce, the Ocala Junior Chamber of Commerce, the Rotary Club, Kiwanis Club, and the City Council of Ocala.

#### Okeechobee County

Representative W. J. Henry of Okeechobee County asked that the street connections of State roads through the city, both north and south and east and west, be improved, especially South Park Street. He urged maintenance work on a bridge at Chandler Slough on Road 59 and offered for the county to do this work if the Department would furnish materials.

#### Palm Beach County

Palm Beach County was represented by A. A. Poston, Chairman, and Jno. Prince and C. Y. Byrd, Commissioners, and Jake Boyd, County Engineer. Mr. Boyd filed the following requests from Palm Beach County.

1. Federal Aid:

Improvement of U. S. Road 1 to four-lane highway, including Olive Street in West Palm Beach, Belvedere Road from West Palm Beach to Military Trail, as access road to West Palm Beach air base.

State Construction:

1. Complete Road 199, Broward County, to Road 125.

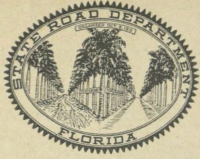
2. Improve Road 143, Belle Glade to Pahokee.

3. Improve Road 172, Belle Glade to Lake Okeechobee Dyke.

4. Repair Road 25, South Bay to Hendry County line.

(Continued on page 29)





## State Road Department

Thomas A. Johnson, *Chairman* Tallahassee  
 Jack F. Townsend, Sr., *Member* Lake Wales  
 James R. Stockton, *Member* Jacksonville  
 Harry H. Hector, *Member* Miami  
 C. Fred Ward, *Member* Winter Park  
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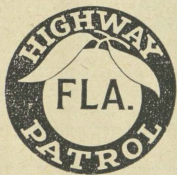
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# FLORIDA HIGHWAYS

## Official Publication State Road Department—Florida Highway Patrol

Authorized medium of Motor Vehicle Division and other State departments.

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MARCH 1942



NUMBER 4

J. E. ROBINSON

Publisher

SAM ELLIS

Editor

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## COLLEGE FOR WOMEN RETAINS HIGH RANK

Florida State College for Women, Tallahassee, holds its rank as the third largest State woman's college in America, according to a tabulation of colleges released this month. Texas State College for Women is the largest with 2,414 students. The woman's college of the University of North Carolina, with 2,157 students, is second. Enrollment at the Florida college this year is 1,989 students.

Hunter College, New York City, is the largest woman's college in the country, having 7,000 students. It is operated by the city of New York.

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# EDITORIALS

## Two Worthy Ideas Deserving Practice Everywhere

TWO IDEAS have been started in lower west coast cities which should be spread over all of Florida and to every part of the United States. Both are tremendously important to the Nation's war effort and both furnish a means for everyone to participate in the movement toward victory.

In St. Petersburg a man recently purchased three \$25 defense bonds and sent each of them to a member of the United States military forces. With each bond a letter was sent giving these three reasons for the gift:

1. To show personal appreciation for the part the recipient is taking in the defense of his country;

2. To provide the government with money to buy munitions, so that the recipient may be adequately armed and protected;

3. To make him a partner in America, a part-owner of the United States government.

The originator of this plan has refused to accept credit for it but would like to see it extended throughout the country. The *St. Petersburg Independent*, in endorsing the plan, says "we should like to see some sort of clearing house established for those who like the plan but do not know whom to buy a bond for, a clearing house that would also arrange matters so that one soldier would not get six bonds while the one in the next cot got none."

Here appears to be a worthy project for some civilian organization which wishes to do a job for America, whether one of the already established agencies or a newly organized group which would provide activity for persons who are not now actively participating in the war effort.

The other plan, originated by the Tampa junior chamber of commerce, is based on the fact that the enemy has big ears. Its military purpose, according to the *Tampa Tribune*, is to drive home to Tampan the necessity of keeping mum about all military and naval activities they may see or hear.

With the present effort, there is hardly a county in the State in which some military or naval activity of interest to the enemy is not going on. The Tampa idea, then, is something that can be extended to every town and hamlet in Florida and something in which every individual in the State may take part.

"The Jaycees ask for no monetary contributions," says the *Tribune*. "It costs nothing to join. They seek only the stoppage of idle conversation and gossip by those persons who frequently are half-informed and who thoughtlessly give aid and comfort to the enemy."

No organization is needed for this campaign. It is a matter of individual participation which, if it grows as it should, will definitely close one source of information that has been giving the enemy an advantage that he

## No Sound Reasoning For Benefit Payments to Sugar Producers

FLORIDA'S efforts to have eliminated the sugar marketing quota system, exposed in the January issue of this magazine which showed that this State, capable of raising most of the sugar consumed in the entire United States, was permitted to market less than one percent of it, appear to be getting somewhere. It seems likely that something definite may be accomplished in Congress before this issue appears on the newsstands.

Tremendous odds in the National lawmaking body appear to have been considerably reduced by the sentiment against rationing of sugar when it is apparent that ample continental supplies may be obtained from available American sources to replace the shipments that will not be forthcoming from foreign countries or those off-shore producing areas which may be cut off. There also appears to be a rising sentiment against paying present continental producers good American money for not raising a product which the people need and are forced to forego.

The house appropriations committee recently made a report on the situation which is comforting to the Florida delegation and those interested in opening up this tremendous new source of revenue for Florida farmers and workmen. The report, in part, says:

"The committee can see no sound reason for the continuance of this program of benefit payments to growers who are free to produce without restriction for a market in which the demand is certain to be substantially in excess of the supply for some time to come . . .

"The committee believes the legislation should be suspended under present conditions. Under these conditions, price-fixing legislation recently enacted may be so administered as to assure fair prices for sugar producers."

The present sugar marketing quota system, as reported in the January number of this magazine, permits Florida producers capable of raising practically all of the requirements for the entire country to market 0.94 percent of the sugar consumed in the United States. Cuba is permitted to ship in 28.60 percent, beet sugar producers are permitted to supply 23.19 percent, 15.41 percent is from the Philippine Islands, 14.04 percent from Hawaii, 11.94 percent from Puerto Rico and 5.36 percent from Louisiana producers.

It has been pointed out that 69.99 percent of the supply of sugar in this country comes from countries either in the war zone or whose shipments may be subjected to war raiders.

otherwise would not have. It is just as important that we keep secret our movements here as it is for General MacArthur to keep secret the movements of his gallant but inadequate force in the Philippines. Don't talk!





# FLORIDA FOURTH ESTATE

## Careful Stewardship Is Necessary

Governor Holland's warning that State institutions and departments must stay within their budgets is a timely step toward facing fiscal problems forced upon Florida by the war, and toward the conservation of resources. It is by such efforts that State and lesser governmental units may avoid serious difficulties arising from the inevitable diminishing of tax revenues and income from various sources due to the impact of wartime restrictions.

Wisdom of the governor's action is obvious. The State has depended upon the revenues from automobile license fees and gasoline taxes for a major part of its operating funds, and the stoppage of manufacture of both cars and tires will cause a steady reduction in the sales of both tags and fuel the longer the war lasts. The revenues therefrom will be proportionately reduced, and their replacement will be extremely difficult during the emergency.

The logical step toward meeting the situation thus created is that called for by the governor. It is the method adopted by private business and industry and individuals hard hit by priorities and other wartime restrictions, and also by governmental units in other sections of the country.

Some States are more fortunate than others in dealing with the wartime problems in that their legislatures are now in session, or recently have been, and the lawmakers can trim budget figures to conform to expected revenues. In the latter category is New York whose chief executive, Governor Lehman, has established the sound precedent of recommending to the legislature a 25 percent reduction in personal income taxes payable this spring; a similar reduction in these taxes payable in 1943; a cut of five million dollars in the total budget regardless of unavoidable war expenses and despite the prospect of the heavy loss expected in revenue from automobile and gasoline taxes.

Governor Lehman has also recommended that the State postpone until after the war virtually all projected public improvements, cut expenses in all departments of State government, and give the people of his State a better chance to meet the demands made upon them by the Federal government.

Departments and institutions of government supported by public funds can, of course, economize just as easily as can those who put up the money to maintain public functions. All that is required is sound business ability and management plus the will to conform to the prevailing emergency conditions. Where these qualities are lacking it is within the power of the chief executive to make such reforms as may be

## Gasoline And State Revenue

For the first time in many months, gasoline sales and tax collections in Florida during January fell below the total in the corresponding month of the previous year. January consumption amounted to 33,905,939 gallons of taxable gasoline, compared with 39,779,675 gallons during the same month in 1941. State receipts from its seven-cent tax on each gallon dropped from \$2,784,577 a year ago to \$2,373,415, a decrease of 15 percent.

Although this loss in revenue is not alarming or unexpected, it points to a trend which may be serious in the future. The State gasoline tax is an important revenue-producing measure for the State, and mounting and continued decreases would constitute a severe drain on State revenues which, in turn, would affect the finances of many departments and the various county governments.

The present rate of decrease, attributed to tire rationing and other restrictions as well as to the smaller tourist business, is not sufficient yet to worry Governor Holland. He has pointed out that the reduction will have to be substantially greater to endanger the general State road program. He explained that a large part of the 1942 road construction program will be devoted to military highways for which Federal aid will be given. Thus, the financial drain will not be so heavy as in the past.

But the situation will bear close watching. Undoubtedly more and more automobiles will leave the roads as tires wear out, and this means less and less gasoline will be sold. The reports of sales in future months will reveal just how much economizing must be done to keep State finances on an even keel.—*Tampa Tribune*.

necessary to accomplish the desired purpose. From what Governor Holland said in his warning about economies, it is apparent that he has such thoughts in mind.—*Times-Union*.

## For Wild Life

It is probable that the average Florida voter may have lost sight of a certain important proposed amendment to the State's constitution which will come up for his vote next November.

It deals with the Florida Game and Fish Commission, now a creation of the legislature. The proposed amendment would make it a constitutional body no longer at the mercy of the legislature so far as its existence is concerned.

Actually, it would function about the same as now, with only one of the five members, the chairman and executive head,

## Right Man For The Job

Whenever a man of unusual fitness and qualifications is appointed to an important public office, we always like to congratulate, not him, but the hardworking taxpayers in whose interests he is to busy himself.

That applies with special emphasis to the appointment of Chester B. Treadway of Orlando, to coordinate war contracts in behalf of the government for the State of Florida, with the special duty of doing all possible to get contracts for firms in this State.

If anybody knows the State more intimately or has traveled all its highways and visited all its cities and counties with more thoroughness than Mr. Treadway, we don't know his name.

If there is anybody who knows the people more widely and its industries more completely, he has kept himself miraculously in the background.

We are confident he is not only anxious to help Florida get back some of this war cost in the way of payrolls but is fully competent to give substantial form and force to every application for contracts.

He will have the support of the State Chamber of Commerce, the State Planning Board, the Florida Economic Advancement Council and we are sure also of the War Production Board which has emphasized the need of employing all the plant capacity large and small throughout the country.

In Mr. Treadway all Florida firms are sure of a friendly listener and adviser as well as a sincere guide towards the goal of sustaining Florida's industrial and economic life through this trying period of all-out war effort.—*Orlando Sentinel*.

## Miami Mystery Explained

The mystery of larger attendance at horse and dog tracks in the Miami area despite the dearth of tourists has finally been attributed to Governor Holland's order clamping the lid on all illegal gambling. Time was when there was so much gambling outside of the legalized pari-mutuels that attendance suffered. This is no longer the case since illegal activities are being strictly prohibited.—*Sanford Herald*.

located at Tallahassee and paid for his work. The other four would be appointed by the governor—as now—and, as now, serve without pay.

But the commission would not have to wait for sanction of the legislature to make rules concerning the taking of game and fish, and so should be able to function to better advantage and the preservation of our fish and game resources. The amendment is worth voting for.—*Bradenton Herald*.



# Pulling Together For Defense . . .

ALTHOUGH wartime economy has pulled the State purse strings a little tighter, Tallahassee continues to be a beehive of defense effort and almost all departments are doing their part toward meeting new demands made upon them for greater activity in relation to the National emergency.

Governor Holland has taken an active lead in effecting a well-balanced curtailment of State expense which was initiated some time ago by suspension of the \$1,000,000 public building program authorized by the 1941 legislature, including construction of an addition to the capitol which would have cost \$300,000. Later developments in the retrenchment program saw the cabinet agree to lop off trips of officials outside the State for conventions and other meetings and initiation of other economy moves.

Officials estimate that tire rationing will bring a smart reduction in the general revenue fund receipts. This fund usually receives some \$2,000,000 from gasoline taxes. The State Road Department, under direction of Chairman Thomas A. Johnson, had made plans to meet a possible 10 percent cut in its normal income from gasoline tax. While the new budget, agreed on at Miami meeting, calls for an expenditure of nearly \$33,000,000—more than last year—\$7,500,000 of it will go to complete construction of contracts now under way and \$5,400,000 for maintenance and betterment of existing highways and roads. A million dollar special emergency fund also has been set up in addition to the regular reserves required by law. The budget, as published in the last issue of *Florida Highways*, was substantially the same as finally approved by the board.

The budget includes provisions for the State's portion of cost of the new overseas highway for Key West and other defense highways. The new overseas highway, when completed, will cut 12 miles off the present distance of 135 miles between Florida City and Key West.

The new section of this highway will be 91 miles long and will be built on the roadbed of the old Florida East Coast Railway, abandoned when the tracks were destroyed by the 1935 hurricane. Some 32 miles of the roadbed was converted to highway and bridges several years ago at a cost of \$3,600,000 and the new work will complete utilization of all the remaining railway bridges and fills.

The State's share in the overseas project will be \$800,000, \$600,00 for the State Road Department and \$200,000 from the State's portion of the Monroe County surplus gas tax fund. The Federal government will contribute up to \$2,400,000 from funds set up by the Defense Highway Act and from regular Federal aid moneys. The U. S. army will allocate \$200,000 of its access roads funds.

Defense roads will rank first in the road department's activities during the year, although some construction will be indirect defense work in providing connections designed to relieve traffic congestion due to defense projects and military and naval posts in the State.

Defense activities in Tallahassee extend to all departments which are even distantly related to war effort. Commissioner of Agriculture Nathan Mayo, pointing out that Florida produces around \$200,000,000 worth of food products a year, has a real part to play in winning the war. He recently initiated an effort to get better prices for Florida poultry and produce, maintaining that local producers would be greatly benefited by further protection from outside competition. Commissioner Mayo has been urging increased production along all agricultural lines as Florida's part in providing the sinews of war and bolstering the civilian morale.

The State Board of Education has recommended that county school boards give students credit toward high school graduation for completion of recognized defense industry training courses. The board changed its own regulations to permit credit to apply for graduation of any student 17 1-7 years old whose principal approves his enrollment in a defense industry course, whether it is in his home county or not.

The Florida State College for Women has increased its wartime activity by adding an emergency defense course in roadside or automobile mechanics and 151 of the 515 students registering for new defense courses have taken up this study. These students will learn how to repair tires, test and clean spark plugs, grease a car, clean gasoline lines and other emergency repairs. The college also has a class in communications where the work is being divided into units of radio, Morse code, signaling and censorship. First aid and home nursing are other defense courses while household appliances and nutrition, of course, are becoming increasingly popular courses. A course on care and operation of firearms will be opened soon.

The University of Florida has long been on a war-time schedule, insofar as its course of study is concerned. President John J. Tigert in a recent statement declared that the university is making every effort to adjust itself to war demands and situations by increasing through various ways the opportunities for students to more rapidly complete their college programs. At the same time the university is not sacrificing standards. The university head says that the speed-up graduation can be accomplished through special guidance, by utilizing summer sessions and by eliminating unnecessary holidays and vacations. It is possible, he says, for some to complete their courses within two and a half to three years.

One of the busiest spots in the capital is the offices of Director George L. Burr, Jr., of the State Defense Council, who, in addition to his other duties, has taken over the chairmanship of the defense council salvage committee, of which C. C. Codrington is executive secretary. This committee is composed of about 60 business and civic leaders throughout the State and is set up to promote the campaign to collect and salvage scrap materials. The defense council's activities are numerous and strenuous but results obtained in every part of the State are giving suitable rewards. (Continued on page 29)



# Ten Fathoms Down in The Gulf . . .

Compiled by Workers of the Writers' Program  
Florida Work Projects Administration

MOST OF THE vessels were of the ancient Greek pattern of 2,000 years ago, with high-curving bow and stern, riding the water like a crescent moon. Averaging 40 feet in length and 14 feet beam, they were now powered by motors, but for emergencies still retained two masts for sail, rigged in hybrid lugger-yawl fashion.

Scores of these gaily painted boats, their names lettered high on their bows, and blue and white pennants flying at the mastheads were moored beam to beam at the Anclote River dock at Tarpon Springs. Here at their home port they were unloading cargoes of sponges and taking on supplies for another long voyage to the deep-sea sponge beds in the Gulf of Mexico.

Under a blistering July sun, the foreign scene was active with perspiring life. Across the rough planking of the wharf deliverymen lugged boxes, sacks of groceries and other supplies aboard ships about to sail. Sweating stevedores jostled and cursed them for getting in the way as they carried huge bundles of sponges from the holds to trucks waiting to haul the cargo to the nearby sponge market.

Through it all came a constant babble of Greek voices, as divers and other crewmen exchanged comments with neighboring shipmates or shouted to acquaintances on the dock. No English was heard except an occasional American "cuss word" or bit of slang tossed in for emphasis.

Approaching the dock we were assailed by a none too pleasant odor. A passer-by explained that it came from dead sponges being transported to the cleaning plants ashore. Later, when asked if the smell was worse today than usual, one of a boat's crew eyed us inquiringly and sniffed the air. "I don't smell nothin!" he replied.

The sight of these sturdy ships that resembled the Galilean vessels pictured in grandmother's Bible, brought to mind romance of their ancient calling; their extended cruises, the hazards encountered by their divers along the floor of the sea, and the perils attending such small craft, far from land on the treacherous Gulf.

Now we were about to embark on one of them for

a rare adventure for a landsman—a sponge-diving expedition in waters once sailed by pirates and explorers of old. Captain Nickitas Pavlis, owner and master of the sponge boat *Portaritisa*, had invited us to make a trip on his aged vessel for the purpose of seeing and writing about the divers at work.

We soon found his boat, a typical sponger, and went aboard, where the captain showed us our bunk in the little cabin below. The crew had shed their "shore clothes" and were padding about barefooted on the scarred wooden deck, stripped to the waist and clad in shorts or dungarees, their sun-browned, hard-muscled torsos glistening with perspiration as they worked at stowing away supplies.

There were six in the crew, including the captain, who also served as one of the two divers. Middle-aged and heavy-set, he had a ready smile and was quick and active as he directed the storage of gear. He and the others had spent years in the hot sun on open decks of sponge boats and were tanned to the deep brown of old bronze statues. All were of the Greek race except "Jelly Bean," the big negro deckhand, grinning and good-natured as he washed down the deck with a stubby broom. But he had sailed with Greeks so long he was almost one of them.

Bred in the ancient faith and traditions of the Orthodox Greek church, the Hellenic sponge fishermen devoutly observe its curious rites in their seafaring pursuits; and, like most Old World maritime peoples, they are bound by many odd superstitions.

Toward noon, our sailing time, everything seemed to be ready for departure. Stavros, the cook—fat and oily faced—had solemnly performed his sacred pre-sailing duty of filling, trimming and lighting the lamp that burns before the icon of St. Nicholas in the cabin, praying the while for the saint to give us good luck. Greek boatmen believe that St. Nicholas rules their destinies at sea, and none of their vessels is without an icon in his honor; a portrait of the saint is in a small shrine, before which the *kandilli* (an oil lamp) is never allowed to go out during a voyage.

As the crew had finished preparations for sailing and were now sitting idly about as though waiting for some-



Sponge boats docked alongside wharf



thing, we asked the captain when we would start. "We only wait for the priest to come and bless the ship," was the matter-of-fact reply. Then, noticing our look of inquiry, he added: "Sponge boats never start a trip without that. If we did we would have bad luck."

While awaiting the priest, who was going about this customary function on a nearby boat that was preparing to sail, a flock of hungry seagulls wheeled and flapped overhead, screaming angrily because we did not get underway. They seem to know when a sponge boat is about to start and follow her out to sea to pick up garbage or offal that may be thrown overboard. And so they were scolding at the delay.

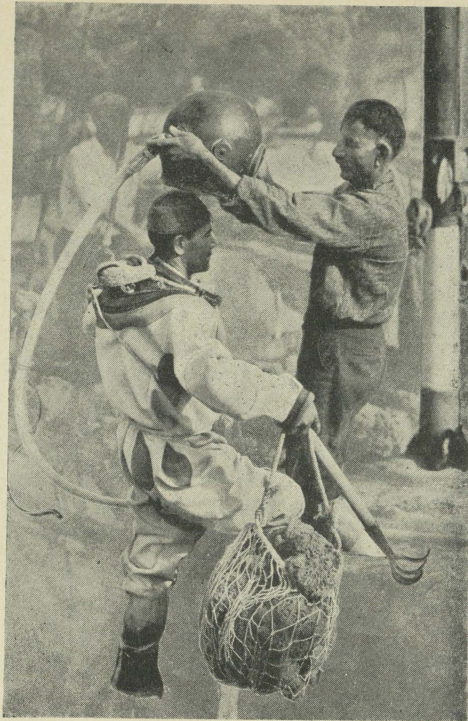
Amid this raucous noise someone shouted "Here he comes now!" and we saw approaching the black-robed, dignified figure of the Reverend Theopheles Karaphillis, for ten years priest of St. Nicholas Greek Orthodox church in Tarpon Springs. A tall, broad-shouldered man of middle age and strong but benevolent countenance, his iron-gray beard swept the pink vestment on his breast and his hair was shoulder-long. A striking figure, resembling a picture of some saint of old, he stepped aboard with stately tread, bearing a large golden crucifix aloft.

Captain and crew greeted him cordially but with reverence and bowed their heads as he began preparations for blessing the ship. A pan of water was placed on top of the cabin with the priest's gold cross set upright in the center, surrounded and supported by sprigs of sweet basil (*vasilikos*), a fragrant herb of the mint family that is held sacred in Greek tradition.

With a solemn service of considerable length, the priest blessed the water in the vessel, passing his finger through it in the form of the cross. Then he carried the pan about the boat, sprinkling the blessed water on the captain, each member of the crew, and on the deck, masts and other deck fixtures.

Going below, he sprinkled the engine, bunks, diving gear and other equipment. During the ritual the holy man recited the great *Ectania* or supplications to God, invoking blessings on the men and every part of the ship. Having finished, he smilingly wished us a safe and profitable trip and went his way to bless other boats ready for departure.

At last, we thought all was ready to start and expected the skipper to give an immediate order to "cast off." But here again, we found, religious tra-



Sponge diver coming up with bag of sponges.

dition must be observed. The act of casting off was to be another ceremonial, to be performed by no one but the captain himself. Accordingly he stepped out upon the dock, raised his eyes heavenward in mumbled prayer and made the sign of the cross. Then, after calling out "*Laska kalouma!*" (slack the line), he loosened the mooring hawser from its bollard, sprang nimbly aboard with it and shouted the Greek equivalent of "Let's go!"

Immediately the engineer "gave her the gun." The motor coughed and wheezed, the screw churned powerfully in reverse and in a moment we had rounded out into the river and headed down its winding length toward the Gulf, bound for those distant and hidden gardens of strange undersea growth called sponges.

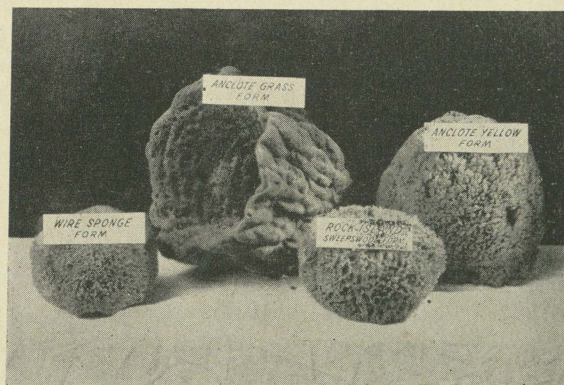
The sky soon became overcast and a squally wind whipped out of the northeast as the *Portaritisa* chugged along between the low, palm-fringed river banks and left Anclote Light behind. Having little to do before reaching the fishing grounds, most of the men went below to talk, read or smoke. Talking to those remaining on deck, we learned something of how Tarpon Springs came to be a Greek colony and the center of America's sponge industry.

About 1890 John E. Cheyney, an early settler interested in the business, discovered virgin beds in the deep waters of the Gulf northwest of the town and began gathering sponges. He was soon joined by John Cocoris, a Greek immigrant who had learned the sponge fishing trade in his native country. Together they imported divers and equipment from Greece and later brought a typical Mediterranean sponge boat from that country to serve local shipyards as a pattern for the New World fleet.

The business grew and other operators entered the field. Advertisements in Greek papers brought more divers who were allowed to enter the United States under special dispensation of the immigration laws permitting entry of skilled workers in a line that cannot be supplied in this country. Thus the little town grew and of its population of 3,500, more than one-fourth are Greek immigrants or their descendants, the majority directly interested in the sponge industry.

By midafternoon we were 15 miles out in the open Gulf, out of sight of land and headed northwest for a sponging area. The wind had steadily increased; our vessel pitched and rolled as it breasted the green-

(Continued on page 24)



Four types of sponge





**Dr. John J. Tigert, President, University of Florida**

Born in Nashville, Tenn., Feb. 11, 1882, President Tigert graduated from the famous Webb School, at Bellbuckle, Tennessee, in 1900, entering Vanderbilt University the same year. He was elected a member of Phi Beta Kappa; was a member of the honor committee and president of his class in 1902; a member of the varsity football team for three years; All-Southern full-back; captain-elect of the football team in 1904; and for three years was a member of the varsity basketball team and captain in 1903. In 1904 he was elected as the first Rhodes scholar from Tennessee. He received a second class in the Honor School of Jurisprudence at Oxford in 1907 and the degree of M.A. (Oxon.) in 1915. At Oxford, President Tigert was also conspicuous as an athlete, representing his college, Pembroke, in rowing, tennis and cricket, in addition to being a member of the All-Rhodes baseball team.

From 1907-1909, President Tigert held the chair of philosophy and psychology in Central College, Fayette, Missouri. From there he was called to the presidency of Kentucky Wesleyan College at Winchester, Kentucky, holding this position at the age of twenty-seven years.

From 1913 to 1916, President Tigert served as athletic director and head coach of the University of Kentucky, also occupying the position of professor of philosophy and psychology, which latter position he filled until 1921.

During the World War, President Tigert served with the American Expeditionary Forces for one year in Scotland, England, France and Germany; first with the Y. M. C. A. and later with the Army Educational Corps. He lectured at the University of Beaune, France, and in the school centers of the AEF. In this service, he lectured to over 300,000 soldiers overseas; he holds the commission of Lieutenant Colonel in the United States Reserve Corps.

As president of the National Association of State Universities this past year, and as chairman of the accrediting committee representing this association and the Land-Grant College association, President Tigert has achieved some of his most notable educational work, and today he is generally recognized as one of the most powerful, influential, and outstanding leaders in the National educational world.



# Outlook of University of Florida . . .

By John J. Tigert

President

WITH THE amalgamation of a number of colleges into a new organization in 1905, the University of Florida, though more than fifty years old at the time, began a new era on a new site at Gainesville. During the past thirty-five years, the enlargement of the plant, the growth of the student-body, the increase in funds for operation, the improvement of the quality of instruction, the recognition of its work and other factors have combined to make an institution in which the people of Florida justly feel a great measure of pride.

I am asked to dip into the future and discuss briefly what is ahead. I am not attempting to prophesy what may happen in the immediate future. The world and National situation is so critical and so unpredictable by the ordinary citizen that it would be unwise to attempt this. I would venture, however, to risk the belief that whatever may come there will be no serious disruption of the activities of the universities as there was at the time of the World War. There will not be another nightmare of S.A.T.C. (Student Army Training Corps) days in which the institutions were neither adequate training grounds for the armed forces or for peaceful pursuits.

The leaders in higher education have given careful thought for some time to the situation and the government, through the Army and Navy Departments, has given assurance that, whatever may be in store, the colleges and universities will be encouraged to carry forward their programs with a minimum disruption of their normal activities. Meanwhile, they will, of course, prove to be important training grounds not only for officers and others who are to serve in the armed forces but for technical men in the fields of medicine, pharmacy, chemistry, engineering, etc. The mistake of placing highly trained technicians, important in defense, in the first line of battle will not be repeated.

It has not been the objective of the administration of the University of Florida to recruit as large a student body as possible but rather through a process of intelligent selection to improve the quality of work that is being done here.

It is true that Florida has a smaller percentage of college graduates in proportion to population than the average in the United States and there is not an adequate supply of trained men in certain technical fields to meet the needs of our own State. For example, the School of Pharmacy, which is the only one in the State, produces only a portion of the pharmacists required to staff the drug stores in the State and many additional pharmacists must be brought in from the outside. On the other hand, there are still students who come to the University who lack the intellectual interest and persistent application which are necessary for the realization of great value from college training.

## SALUTE TO EDUCATION

NO CITIZEN should rest content until the necessary steps have been taken to extend and improve the American educational system, according to President Franklin D. Roosevelt, who declares:

*"Two great goals must be sought—first, education must become truly universal, reaching into every corner of every State and every community; secondly, the profession of teaching must become dignified as the foundation of modern democratic life. The teachers of the Nation must receive not only adequate pay but have a standing in the community which will make their position that of the highest possible influence for the good."*

\* \* \*

THE CAUSE of education is vital to all members of human society, says U. S. Senator Claude Pepper, who continues:

*"It is the graduate student of today who must tell us how to stop the forces of destruction which are laying in waste a very considerable part of our civilized world. It is he who must tell us how to adjust a complicated world economic structure after the devastation is abated."*

\* \* \*

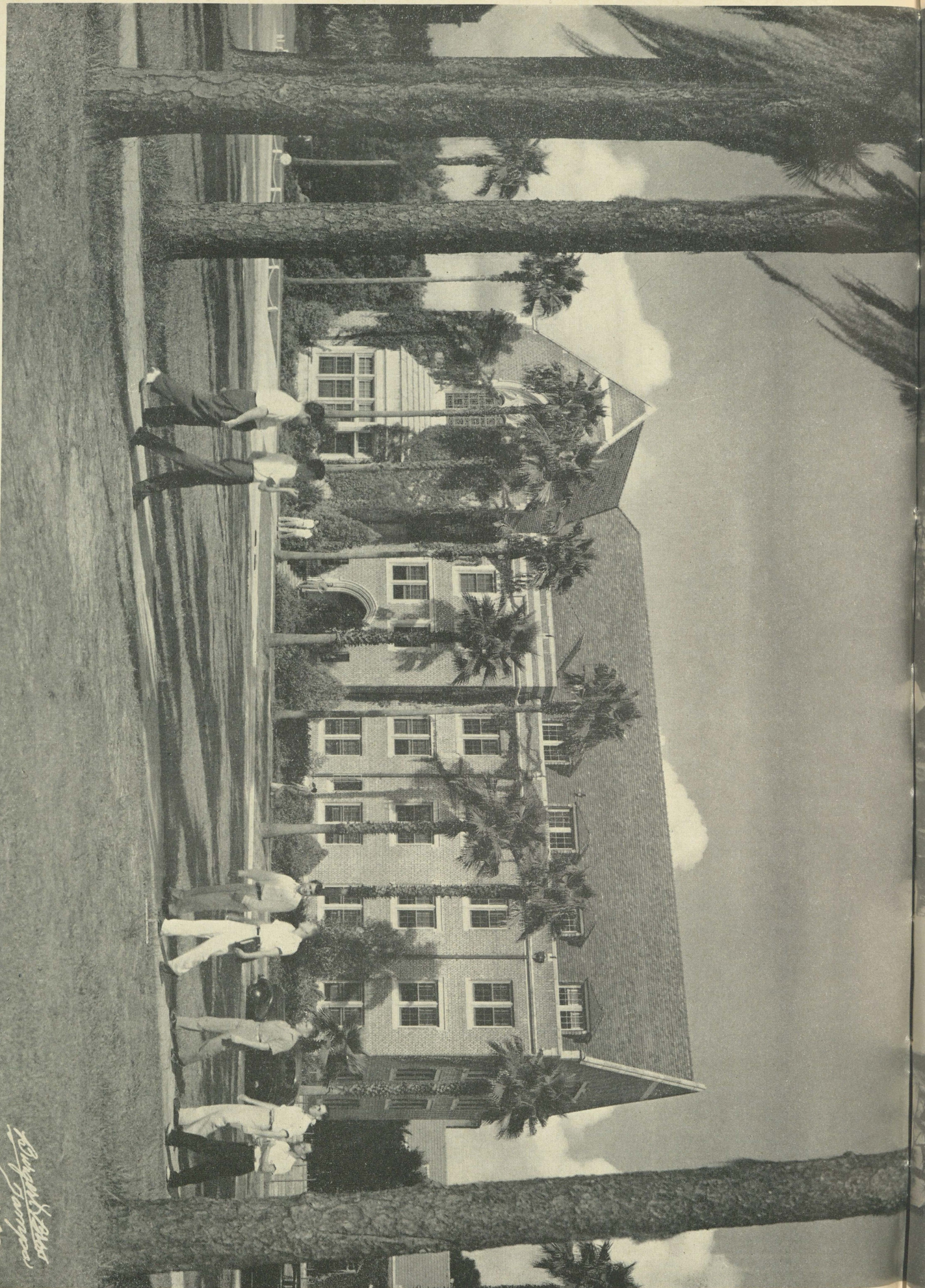
NO MORE glorious summary of life can be written than the simple statement: "He helped his fellowman," asserts Governor Spessard L. Holland:

*"That certainly can be a true summation for the men and women whose lives are dedicated to the teaching profession—guiding the future of our children. Proudly do I salute them on the fine work they are accomplishing. Gratefully do I acknowledge on behalf of the people of Florida, our debt of gratitude for your splendid contribution to the spiritual and material progress of humanity."*

As a result of this selective program and a steady improvement in the character of the instruction, the university has received ample evidence that its work is being appreciated even beyond the borders of the State. The installation of chapters of Phi Beta Kappa, the hallmark of excellence in liberal education, and of Sigma Xi, the criterion of preeminence in scientific research, are outstanding illustrations.

The conservative policy in building the University of Florida has not prevented (Continued on page 22)





Florida Chemistry Building , University of Florida

*August 1944  
L. J. Thompson*





Agriculture Building

Chemistry Building

Agricultural Experiment Station

*August 1900  
R. D. Dyer*



# Saga of Santa Rosa

By William F. Jacobs

Florida Forest and Park Service  
in Journal of Florida Education Association

WHEN England's thirteen prodigal American colonies were banding into an infant Nation and Florida was still a Spanish possession, the value of live oak timber for shipbuilding was already so well established that it was a principal article of export to the West Indies and Europe. The range of the live oak along the southern seaboard was so limited and the demand for the timber so great that the supply was already in danger.

The Navy Department of the United States was not established until June of 1798 but the War Department had by that time been authorized to construct six warships and had completed three, including the *Constitution*, better known as "Old Ironsides."

The announcement of the government's intention to build six frigates resulted in such a general scramble for live oak timber, as a speculation, that the price advanced out of all proportions and resulted in the enactment in 1799, the year following the establishment of the Navy Department, of a law authorizing the President to spend as much as \$200,000 for the purchase and preservation of live oak timberlands for the Navy. On December 19 of that same year, Grover's Island, Georgia, containing 350 acres, was purchased at a cost of \$7,500 and, in April of the following year, the 1,600-



One of the massive old live oaks prized by shipbuilders during the early days of our nation.

acre Blackbeard's Island, also in Georgia, for \$15,000.

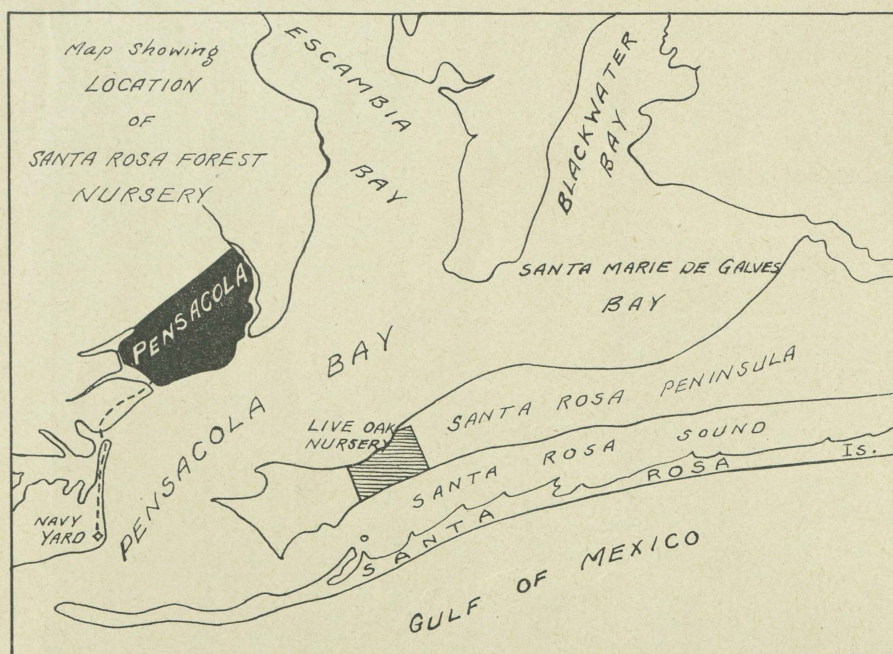
By 1814, Navy Secretary William Jones was recommending that Congress secure for public use all that valuable species of oak and, three years later, was authorized to appoint surveyors and agents to locate live oak and red cedar stands "on public lands." Penalties were provided for illegal cutting of such reserved timber. Two agents and a surveyor were appointed in 1817, and, in 1820, acting on their reports, the president set aside about 19,000 acres in Alabama and Louisiana.

In 1821, Florida became a territory and steps were taken immediately to protect its valuable live oak lands. An agent was appointed and all United States ships assigned to those waters were instructed to prevent the cutting of timber on public lands, or transporting it out of the territory.

In spite of these efforts, the ragged coast line of Florida was such a perfect rendezvous for smugglers' boats that timber depletion continued unabated and on January 29, 1827, Navy Secretary Samuel L. Southard recommended to the House of Representatives:

1. The purchase of desirable timber tracts accessible to navigable water;
2. The reservation, survey and protection of desirable public timber lands in Louisiana and Florida;
3. The planting of trees upon public lands or subsequently acquired lands;
4. The purchase of large quantities of timber.

Southard's recommendations prompted the passage of a resolution to inquire (Continued on page 20)





# Making Highways Suit Drivers . . .

BEHAVIOR data on that Twentieth Century human enigma, the automobile driver, is being gathered and analyzed by highway engineers in a project evolved, not for the purpose of correcting his operations, but rather for adapting the highways to them.

Preliminary findings to date by these engineer-psychoanalysts of the Public Roads Administration, Federal Works Agency, definitely confirm that certain characteristics are common to the behind-the-wheel personality.

These are:

1. Craving for freedom of movement.
2. Craze for speed.
3. Impatience toward all restraints.
4. Daredevil risk psychosis.
5. Passion for passing others.
5. Resentment at being passed.
7. Willful crowding of car immediately ahead.
8. Slow reflexes on opportunities for passing.
9. Inability to judge widths and curves.
10. Proneness to violate all restrictions.

In accordance with modern psychiatric technique of not making the subject aware of the test in order to record his normal actions, the automobile driver is being tested unawares. Inconspicuous rubber tubes or rubber covered metal tape laid across the highway at half-mile intervals is the only apparatus seen by drivers. These traffic detectors are connected by electric wires to automatic equipment concealed nearby that charts continuously, for hours at a time, a detailed "moving picture" of the passing traffic.

Studies of driver behavior pictures reveal that a surprisingly large percentage of drivers do not "awaken" to their opportunity for passing until it is too late for passing with safety. Hence, this mental lag of the majority of drivers must be taken into account in designing a road with adequate sight distances. Another characteristic is the tendency of some drivers who are being passed to accelerate and prolong the maneuver. But the engineers fear that no change in highway construction can rectify this humanistic tendency to resent flaunted superiority and to challenge the protagonist.

Certain design characteristics of highways have been found to be mental hazards that restricted traffic flow. Examples include lanes, culverts and bridges that are too close to the pavement, and curbs that are too high.

The research indicates that satisfactory widths of lanes and shoulders depend at least in part on the speed of the traffic using them. Cars traveling at high speed follow a course further from the edge of the pavement than do slow-moving cars, but both groups swerved toward the edge when meeting oncoming cars.

Hundreds of records have already been made of the speed of automobiles, positions on the pavement, passing practices of drivers, their positions in relation to other traffic, their reaction to slow-moving vehicles, and to hazards along the highway.

Unlike railroads, where even trained engineers have their orders and block signals, sidings and double tracks

provide added safety, highways are used by all kinds of drivers. And these drivers alone determine the path and speed of their vehicles and the split second time and place of passing slower traffic.

In view of the vast amount of faulty driving detected on the highways, the engineers are surprised at the relatively small number of accidents that occur.

## City and Community Advertising

Value of city and community advertising is demonstrated in a booklet issued recently by the Tampa chamber of commerce giving a summary of the accomplishments of its city-county-chamber advertising campaign.

The report shows that inquiries as a result of the advertising has doubled this year and that newspapers have given the city and county more than four times as much space as they did in 1940.

Newspapers of the north and west used as advertising media were increased this year from 25 to 43 with a total circulation of more than 12,000,000. These and other newspapers gave the city and county 63,860 lines of news stories and pictures.

Seventy-five advertisements, all carrying coupons, brought nearly 4,000 inquiries during December, January and February. A mailing list of more than 9,000 names of persons interested in the Tampa area is now available.

A rule of the committee prohibits the spending of any funds with Tampa newspapers or radio stations, but as a supplement to the tourist campaign in the north eight Florida newspapers were used to invite winter visitors in other parts of Florida to Tampa. This advertising featured such events as the Florida fair, Gasparilla day, Latin carnival, horse show, La Verbena del Tabaco, the Plant City strawberry festival, Ruskin tomato festival and the pistol tournament.

During the last two months advertisements calling attention to Tampa as an industrial center were published in *Time*, *Newsweek* and *Business Week* with a combined specialized circulation of 1,335,667. To supplement this effort to bring new business and industries, publicity will be released to trade papers and magazines.

Another special campaign under way is addressed to retired families, urging them to establish permanent residence here. With two more advertisements still to run, inquiries from these advertisements are double those of last year. The campaign is being carried in such magazines as the *Brotherhood of Locomotive Engineers Journal*, *Brotherhood of Locomotive Firemen and Engineers' magazine*, *Railroad Trainmen*, *Postal Record*, *American Police Review*, *American Riflemen*, *Army and Navy Journal* and *Army and Navy Register*.

Florida leads the South in the National Safety Council's traffic safety contest, according to a report from the council's Chicago office. Rhode Island tops the East.



# CAPITAL CHATTER . . .

LINDSAY HOLLAND, 20-year-old son of the governor, has enlisted in the marine corps reserve as a private. He will complete his studies at Emory University unless called to service before graduation . . . In an opinion Attorney General Watson has held that the proposed constitutional amendment adding two new State senators cannot become effective until the 1945 legislature. It will be submitted to the voters in the November general election . . . The State's campaign to collect delinquent intangible taxes has netted \$47,000 as a result of information obtained by a Miami law firm . . . Albritton-Williams company, Tallahassee, will build the new Niceville school building, PBA announces . . . Alfred T. Airth, Live Oak, will succeed A. K. Black, Lake City, resigned, as State attorney for the third judicial district.

Resignation of O. P. Slone, Oviedo, as Seminole County third district constable has been accepted but no successor named . . . John R. Parkinson, Daytona Beach, has qualified as a candidate for representative in Congress from the fifth district . . . John C. Woodley has resigned as a member of the DeSoto County school board . . . Marginal stock trading accounts for the New York Exchange are not subject to intangibles taxes in Florida, according to an opinion of the attorney general . . . 261 Florida motorists lost their driving licenses in January, all but nine of them for driving while drunk . . .

Zach Douglas, Gainesville, has qualified as a candidate for representative in Congress from the second district . . . The State Parole Commission has released a total of 24 prisoners as a result of its first 1,000 interviews . . . Dr. Doak S. Campbell's formal inauguration as president of the Florida State College for Women was attended by officials of other institutions from 38 States . . . Richard Warren, Lake Butler, has withdrawn his candidacy for railroad commissioner to enter military service . . . The State cabinet has adopted a policy of calling for resignations from all employees of State institutions who become candidates for office . . .

Governor Holland and State School Superintendent Colin English have been asked by the National and Florida Federation of Music Clubs to appoint a State supervisor of music . . . W. C. Ray, Silver Springs, has resigned as a member of the State Board of Forestry and Alex M. Collins, Ocala, named to his place. . . .

The Florida supreme court has held the difference between Northern and Southern cooking and conflicting backgrounds of husband and wife to be just cause for divorce . . . Thompson S. Baker, Jacksonville, has received the governor's appointment to the State Game and Fresh Water Fish Commission . . . Commissioner of Agriculture Nathan Mayo has returned from a tour of the citrus belt packing houses . . . A. G. McArthur, Callahan, has been made a member of the State Board of Forestry . . . Complacency is the greatest ill of the United States, according to William T. Sahddick, State director of the Farm Security Administration . . .

The three members of Leon County's 1941 legislative delegation—Senator LeRoy Collins and Representatives Jack Yaeger and Rainey Cawthon—have qualified for reelection . . . Judge C. E. Chillingworth, West Palm Beach, was named by the governor to hear the disbarment proceedings of O. B. White in Miami . . . State Attorney T. E. Duncan, Gainesville, was assigned for prosecution duty in Cross City circuit court this month . . . George E. Lewis, Sr., Tallahassee, received appointment to the Leon County commission to serve the unexpired term of L. C. Tulley, now in army service. . . Governor Holland, in a recent statement to Florida employers, urged them to hire physically handicapped persons in any jobs they can fill . . .

Two Dade County school districts which borrowed \$2,500,000 to build schools now held up by priorities, have been authorized to invest in securities approved by the State board of education, in an opinion by the attorney general . . . Florida State College for Women Tarpon Club girls will be featured in another Grantland Rice Sport-

light movie short after the Easter holidays . . . W. P. (Bill) Allen, popular Tallahassee attorney, has withdrawn from the supreme court race on the advice of physicians . . .

Florida Historical Society, with official headquarters here, has named Herbert Lamson, Jacksonville, its new president . . . Hogs, chickens, eggs, cattle and scrap metal from Florida farms are being converted into defense stamps, according to reports of home demonstration and county agents . . . Alice Price, Orlando, has been chosen president of the FSCW college government association to succeed Mart Pierson, Tallahassee. . . .

Mortgages on school land are not wiped out by the Murphy Act and must be paid by buyers of such land from the State, Attorney General Watson rules . . . Charles W. Smith, chairman of the Florida section of the American Road Builders association, has formally tendered equipment and personnel of the Florida road contractors to the State Defense Council for use in event highways are damaged by enemy attack . . . Identification division of the State Prison Bureau will be merged with the fingerprint section at Raiford by approval of the State cabinet at a \$400 monthly saving. .

State patrol officers called to service will not be replaced, according to Director J. J. Gilliam, who wants to save money for a possible decrease in department receipts . . . M. B. Greene, projects superintendent of the National Park Service at Fernandina, has been named superintendent of Fort Clinch State Park, according to announcement of the Forest and Park Service . . . State Treasurer Ed Larson discloses that Florida governmental disbursements from December 1, 1885 to December 1, 1886 totaled \$500,000. The last fiscal year they were \$105,500,000 . . . Cities may not sue the State, the supreme court re-affirms, without its consent to foreclose on municipal tax liens against land reverting to the State through the Murphy Act . . . W. C. Sherman, State rationing administrator, has announced that cars of the State Beverage Department used in tracking down illicit distillers are qualified for obtaining new tires. . . .

Florida sheriffs have the authority to call upon every able-bodied citizen to help enforce law or repel invaders if war conditions require it, according to an opinion of Attorney General Tom Watson . . . State officials and employees will abide by Federal tire rationing rules even to



the sale of cars now owned by the State outside of certain departments. Preferential status in obtaining tires is granted only to the State Highway Patrol and field workers of the State Board of Health . . . . W. C. Sherman, tire rationing administrator, says there will be no early lifting of tire restrictions . . . . Travelers in the vicinity of Tallahassee will continue to get glimpses of the capitol dome from miles away. It will not be blacked out as officials believe the chance of any enemy bombing is too remote . . . . Blackout drills are practiced at State institutions, notably the State Hospital for the Insane and the State Prison . . . . Tallahassee's official office hours under the wartime are from 9 a. m. to 1 p. m. and from 2:00 p. m. to 5:00 p. m. . . .

John Kilgore, editor of the *Tallahassee Democrat*, who has been put on fulltime service with the State Defense Council, is taking his job seriously, having been out of town most of the past month in the promotion of training courses for units of the council . . . . The new State Board of Funeral Directors and Embalmers includes H. Ryland Cox of Fort Pierce, H. P. Whidden of Bartow, Luther C. Fisher of Pensacola, and Wilfrid R. Roberts of Sarasota . . . . J. E. Greene of Orange Park has been named Clay County commissioner, succeeding A. G. Pace, resigned . . . . The Tribune Press, Tampa, is printing the new streamlined statute books of Florida . . . .

90,000 persons are registered with the Federal Employment Service in Florida . . . . 7,112 workers were placed in jobs in private industry by the service in January . . . . Circuit court orders enjoining enforcement of the closed mullet season in Hillsborough, Lee, Collier, Monroe, Manatee, Sarasota and Charlotte Counties have been quashed by the Supreme Court . . . . Mrs. Ellen Whiteside of Coral Gables, and David Ireland of Fort Myers, have been named to the State Board of Public Welfare . . . . C. W. Dishinger of Jacksonville, and W. L. Courson of Daytona Beach, are new members of the State Board of Photographic Examiners . . . .

The serial number "68" on automobile license tags means that the tag was purchased directly from the Motor Vehicle Department in Tallahassee . . . . Other serial numbers from 1 to 67 denote counties in the order of number of tags purchased . . . . Florida's permanent school fund, of which the principal may

## THE SAFE WAY

If you hear a side or rear door rattle, do not attempt to close the door while driving. Stop first, warns the collision prevention bureau of the Los Angeles police department, for two reasons:

(1) Most doors that are partially open are easier to close if fully opened first. If your car is traveling at even a moderate speed the force of the wind might jerk the door handle out of your grasp, resulting in damage to the door;

(2) While attempting to close the door, you are liable to lose control of the car, with resultant smash up and injury.

be only invested and never spent, holds more than \$5,000,000 worth of bonds which have earned an average of nearly \$200,000 in interest annually for the last four years . . .

Convicts blocking the escape of other prisoners will be given 30-day reductions in their terms, according to a ruling of the Florida cabinet . . . Each roadside signboard is subject to a separate permit fee imposed by the 1941 law, according to opinion of the attorney general . . . . Vernon D. Clark, native of Bradenton and former principal and football coach in Milton and Tallahassee high schools, has been named State Parole Commission supervisor with headquarters in Brooksville . .

4,000 Florida crippled children received treatments from State and Federal funds last year, 620 of them undergoing operations . . . . Mrs. Aline C. Hellier of St. Augustine, succeeds her late husband, J. R. Hellier as St. Johns County assessor by appointment of Governor Holland . . . . D. B. McCormick of Jacksonville, and D. B. McKay of Tampa, have been appointed jury commissioners in their respective counties . . . R. Lewis Shipp, Crestview, assistant secretary to the governor, is getting acclimated, following his appointment to succeed Victor Casey, Lake Wales.

Lieut. Paul Shelley, former secretary of the racing commission now stationed at Fort Bragg, was a recent visitor in the capital . . . . 3,000 men and women are taking vocational training under the Federal Employment Service in Florida to fit themselves for defense occupations . . . . James R. Stockton, Jacksonville member of the State road board, and Governor Holland have one thing in common—both are holders of the distinguished service cross.

## SIMPLE RULES CAN DO MUCH ABOUT CRASHES

Motorists and pedestrians can save themselves a lot of trouble and, perhaps, their lives, by adopting simple rules which will do much toward reducing the accident toll during the year.

These rules, based on the matter of courtesy in traffic, are as follows: FOR MOTORISTS:

1. Stay in line. Don't bull your way through traffic by squeezing in and out.

2. Don't sneak through intersections on the yellow light.

3. Dim your lights when meeting cars at night.

4. Give pedestrians a chance to reach the curb when they are marooned in the street by a changing light.

5. Don't block pedestrian crosswalks. And remember—pedestrians have the right-of-way when you're making a turn.

6. Signal your intentions to the driver behind, and get in the proper lane before turning.

FOR PEDESTRIANS:

1. You expect the driver to cross streets on the green light only. Show him the same courtesy.

2. Don't taunt the driver by deliberately loafing across the street after the light has changed against you.

3. Cross at intersections only. When you pop out from behind a parked car, you risk your own life and take 10 years off the driver's.

4. On rural highways walk on the left side, facing traffic, and step off the pavement when a car approaches.

5. Don't load your arms with so many bundles that you can't see, and then expect the driver to look out for you.

6. Stand on the sidewalk, not in the street, while waiting for a green light.

## SOUND PRECAUTION

It is that oily mass of dirt which manages to collect on the outside of the engine that so positively increases the fire hazard due to carburetor backfiring, declares L. G. Evans, general service manager of the National Automobile Club. This is especially true of engines of earlier vintage, but not entirely untrue of the modern power plant which is rather better protected. Periodic cleaning of the engine on the outside is a sound precaution.



## **SOME ACCIDENTS DUE FROM FREAK CAUSES**

There are nearly as many causes of traffic accidents as there are accidents, Commissioner Walter B. Johnson of the Department of Public Safety of Oklahoma, said recently in commenting on the fact that there had been more persons killed in traffic accidents up to December 4 than throughout the entire year of 1940.

To illustrate this fact Mr. Johnson told of just a few of the many unusual accidents that occur on Oklahoma's streets and highways each year:

A Ft. Sill visitor had been given a warning ticket for improper parking on the reservation. As he was driving along the road he was also reading the citation and drove his car into the rear of a parked automobile, which happened to belong to the military policeman who had issued the warning.

Thanksgiving Day a Ft. Smith, Arkansas, family was driving to Tulsa to spend the holidays and were eating their lunch en route. The driver inadvertently swallowed an olive pit. This caused him to lose control of his car, and it turned over in a bar-ditch, seriously injuring him, his wife and his 10-year-old son.

In September a young bicyclist was riding behind a bakery truck. The rear door of the truck came open and several pies fell into the street. The bicycle skidded in the broken pies, throwing the boy in front of another vehicle.

Mr. Johnson concluded by pointing out that anything from an unexpected sneeze to an obstruction on the highway could easily cause accidents, and that only absolute caution and strict observance of the law offered any protection.

## **POWER COMPANIES TO POOL FOR EMERGENCY**

Power companies of the State will pool manpower and equipment for emergency repairs during the war, according to a report made by McGregor Smith, president of the Florida Light and Power company, and chairman of the power and fuel division of the State Defense Council.

Smith stated that no profit will be made by any company and that full cooperation had been pledged by every concern in the State.

Georgia's State patrol has a 24-hour State-wide radio service.

## **MURDER, MORALLY**

Some ingenious person recently worked out a set of figures to show that someone is murdered in the United States every forty-five minutes.

Then one still more ingenious came along and showed that some American is killed in an automobile accident every thirteen and a half minutes.

The latter victims are not technically murdered. Morally, however, a great many of them are just as much the victims of brutal slayings as if they deliberately had been shot or hit on the head with a club.

They are the victims, not of fate or unavoidable circumstances, but of avoidable human carelessness, recklessness and folly.

## **CARE OF THE CLUTCH**

"There's plenty of power in this engine to start in high gear on the level," the car owner defends himself. He overlooks the fact that there is not so much power in the clutch, however.

The old rule still holds that the clutch slips slightly even when starting in low, more in second and still more in high gear. This slippage invariably results in clutch wear and is to be avoided as much as possible, in the new models as well as the old.

## **TAKE CARE OF IT**

Running the windshield wiper when it is not necessary, never occurs to the average motorist, declares L. G. Evans, general service manager of the National Automobile Club. It makes the wiper last longer, though. Care should be taken to see that the windshield is clean so that no grit is carried across the glass by the blade.

## **AGED AND INFIRM**

More than 6,000,000 automobiles which already had been operated more than a decade were registered in the United States last year. Many of these cars had seen more than fifteen years' service.

Models prior to 1927 registered were 441,333; 1927 models, 302,555; 1928, 773,170; 1929, 1,674,351; 1930, 1,483,787; and 1931, 1,438,197. Recent surveys show the number of cars scrapped each year is close to 3,500,000.

Consistency certainly becomes a rare jewel when you see motorists with "Safety First" windshield stickers doing 75.

## **LAW OF AVERAGES**

A motorist may not get into trouble every time he takes a chance, but if he takes enough chances the law of averages will catch up with him sooner or later. The safe motorist will play it safe at all times, realizing every chance he takes may be one in which he will not win his gamble with fate.

Drivers who have their heads in the clouds generally wind up with the rest of themselves in the ditch.

State-maintained rural roads in Florida directly serve 27 percent of rural dwellings and pass within one mile of 57 percent of them.

## **SAGA OF SANTA ROSA**

*(Continued from page 16)*

into preservation of live oak on public lands and into the desirability of the government propagating timber for the future use of the Navy. It is interesting to note that the Resolution was moved by Joseph M. White of Pensacola, Florida's territorial delegate, who was destined to be the leading figure in subsequent events.

It should be noted that John Quincy Adams had, in the meantime, become the president of the United States; that he was an amateur horticulturist of no mean ability and had experimented with tree planting; that he was extremely "navy conscious;" and, finally, that, as Secretary of State, he negotiated acquisition of Florida.

It was only natural that President Adams should be interested in a live oak supply for the navy—even to the point of artificially propagating it—and that he should at the same time be interested in Florida as a place for such a project. One of the first developments after Mr. Adams' inauguration was the acquisition of land for a navy yard at Pensacola in 1825 and 1826. There followed a reconnaissance of the available live oak lands in the coastal sections of South Carolina, Georgia and Florida. And in March of 1827, less than three months after White's resolution, the enactment of a navy law that gave the president executive power to take steps necessary to assure a timber supply. Immediately, additional lands were set aside in Louisiana, Alabama, and about 30,000 acres in Florida adjoining the new Pensacola navy yard.

These 30,000 acres at Pensacola



lay north, west and east of the town. The whole plan called for the encirclement of the shipyard by the reservation of an additional 30,000 acres lying south of the town and across the bay on the Santa Rosa peninsula. The growing of live oaks by artificial propagation was to be conducted on this peninsular tract. This was a logical decision since the water-bound strip of land would be easy to guard against fire, since it was accessible to water transportation, and since the proximity to water was regarded as requisite to the best live oak growth.

Naturally, there were portions of this 60,000 acres that had passed into private ownership and had to be acquired in order to give the government a solid holding, which was desirable. Territorial Representative Joseph M. White was designated to act for the government in the clearing of these—and other—land titles. Whether he did or did not influence the government's plan for its live oak supply project, the fact remains that the site selected for the nursery on Santa Rosa peninsula contained a private holding of approximately 1,400 acres in which Colonel White was personally interested. The other interested party was Federal Judge Henry Marie Brackenridge, a close friend of the Colonel's.

Obviously, the purchase of this particular tract, partially from White himself, for a public project with which he was so intimately involved, had all the earmarks of skullduggery and would be meat for critics of the forestry project and foes of the Adams administration.

Accordingly, Adams did not invoke his powers "to take proper measures" but instructed Secretary of Navy Southard to secure congressional approval of the purchase. This authorization was given in the naval appropriation act passed on March 19, 1828, which provided that the president might purchase "such lands" as he thought "necessary and proper."

The actual establishment of the live oak nursery called forth new and interesting developments that established Judge Brackenridge as the Nation's first public forester.

The judge, a native of Pennsylvania and a colorful character, had arrived at Pensacola at the time that Andrew Jackson took over as Florida's first American Governor. He became Jackson's secretary, later Alcalde of Pensacola and, finally, in 1822, by appointment by President James Monroe, Federal Judge for

West Florida. Posing as an authority on botany and dendrology, he offered to supervise the government's live oak nursery.

He declared his sentimental attachment for the lands that he had just sold the government and explained that his judicial duties permitted him sufficient leisure to give the project proper attention. Of course, there were certain details to be considered. He should like to continue to occupy his old home, he would need about 20 acres for subsistence farming, he would expect the government to provide the necessary labor to operate the nursery, and there was a small matter of \$400 per year to be paid him for his trouble.

On December 6, 1828, President Adams accepted the judge's terms and authorized him to employ an overseer at \$500 per annum and 20 laborers, purchase the necessary materials, erect needed buildings, etc.

When Andrew Jackson succeeded Adams as President of the United States on March 4, 1829, Judge Brackenridge and his overseer were on the job, two live oak surveyors were locating trees in west Florida, and a live oak agent was protecting the government's groves in east Florida. Jackson's Secretary of the Navy, one John Branch of North Carolina, had been a member of Congress when the Adams, Southard and White clique were motivating the Santa Rosa live oak project and one of his first acts, as the new Secretary of the Navy, was to detail Commodore John Rogers of the board of navy commissioners to inspect the undertaking.

By July of 1829, Rogers was reporting that only a small portion of the government's Florida nursery was of hammock soil fit for the cultivation of live oak timber. He admitted finding large stumps which would indicate that the land had once been satisfactory and might again be restored. He also reported finding 170 full grown and 120 half grown trees. All in all, his report indicated that the government had about gotten its money's worth but could expect little more. Brackenridge reported late in the same year that about six miles of road had been cleared as firebreaks, nearly 60,000 young trees pruned and cleared of competing growth, and between 6 and 8 acres grubbed and fenced for beginning the nursery.

Brackenridge and the government's surveyors and agents con-

tinued to function but official interest in live oak lagged and on August 30, 1830, Branch advised Brackenridge that the work must positively be brought to a close by the end of the fiscal year, January 18, 1831. As a matter of fact, he made a public statement implying that the Adams administration's establishment of the Santa Rosa project had been unauthorized and instigated by private individuals.

Colonel White was still in Congress and, thus accused, promptly moved that that body study the reports of Judge Brackenridge and his overseer in order to determine the true worth of the undertaking.

This evoked an amendment, originated by Congressman Speight of Branch's home state to investigate also how much land in Florida had been purchased, by what authority, from whom, at what price. Thus the Santa Rosa project became a major issue involving bitter personalities.

The White-Speight motion resulted in a report that cushioned any personal blame for an ill-advised undertaking and resulted in the passage of an act on March 2, 1831, to provide for the punishment of anyone cutting, destroying, or removing illegally live oak and other timber or trees from naval reservations or any other lands of the United States, acquired then or later. This law is still in force and is still the basic law protecting Federal timber holdings.

Meanwhile, Santa Rosa had not passed out of the picture. During the heat of the controversy between Secretary of Navy Branch and proponents of the nursery, it is reported that Judge Brackenridge offered to buy back the land at the price the government paid for it; also, that he offered to supervise the project without salary.

Branch was relieved of his secretaryship on May 23, 1831, and was succeeded by the Honorable Levi Woodbury of New Hampshire. By that time, the Santa Rosa nursery—and Judge Brackenridge—was being ignored, and seven districts, each in charge of a timber agent, had been established. Schooners had been commissioned to guard the Florida coast line against timber thieves.

Judge Brackenridge appealed to the new secretary to continue the Santa Rosa undertaking and asked only that \$300 or so be provided for an overseer and labor. Woodbury consented to this with the understanding that the judge would



confine his efforts to the preservation of what had already been done. Meanwhile, Colonel White of Pensacola and Mr. Branch, returned to Congress by North Carolina, continued their feud over the issue and kept the matter in the public eye.

Woodbury sent General John Clark to investigate the Santa Rosa tract and make a personal report to him but, in the interim, let it be known that he anticipated no further expenditures for the system of live oak protection and propagation then in force but would determine his own program.

In January of 1832, the term of Henry M. Brackenridge as judge of West Florida expired and he was not reappointed. In that same year, he passed from the picture, returning to Tarentum, Pennsylvania, where he died in 1871, an embittered man.

Without his stimulus, the Santa Rosa project died a natural death. The administration of the live oak nursery lands and reservations in that part of Florida was delegated to the superintendency of the Pensacola shipyard.

It should be noted in closing that Mr. Woodbury attempted to eliminate the system of timber agents or surveyors and turn the enforcement of live oak cutting restrictions over to customs and other Federal agents. Politics, however, found these timber agent jobs desirable trading commodities and they continued to be doled out until the War Between the States eclipsed all other matters.

In 1862, the Confederate forces raised the old Federal frigate, *Merimac*, which had been scuttled at the Norfolk navy yard on the secession of Virginia, remodeled it, plated its sloping sides with iron and rechristened it the *Virginia*. On March 8, it steamed into Hampton Roads and, disdainful of gunfire, wrought havoc with the Federal navy. A complete annihilation of the Federal shipping was averted only by the appearance of another iron-clad, the Federal *Monitor*, which was even more immune to gunfire than the *Virginia*. These worthy foes fought it out throughout the forenoon of March 9, 1862, with little harm to either. The fight ended only when the *Virginia*, leaking at her seams, retired from the fray. The wooden ships of the Federal Navy were saved—but definitely obsolete! The new order was iron-clad battleships and, with wooden shipping, to oblivion went the demand for live oak timber.

In the years since, the lands purchased from Colonel White and Judge Brackenridge on Santa Rosa peninsula have remained undisturbed but are regarded as important adjuncts to the Pensacola naval air station.

## OUTLOOK OF UNIVERSITY

(Continued from page 13)

a growth that is out of all proportion to the increase in the resources of the institution. During the period of time in which enrollment increased approximately fifty percent, the available resources from the State have remained practically unchanged. Some new programs of activities have been started by groups outside the institution who have brought pressure upon the legislature. There are still important fields of service which the university has not entered but it is becoming increasingly evident that further demands upon the present facilities of the university without commensurate assistance in the form of money, equipment and plant will only tend to dilute and weaken the activities already established. The present staff is heavily overloaded and the plant is overtaxed.

If the university is to continue its forward march, definite provision will have to be made for some things. The most important, in my judgment, is an adequate library with appropriate housing. No college or department of the university can live, much less grow, without the most essential tools of learning which are the books that enable a student to explore results of the accomplishments of other scholars. The library is the heart of an educational institution. It is not too strong to assert that a university lives and moves and has its being among the depositories of books which are available to it.

In 1930, the legislature established a Graduate School at the University of Florida and provided \$30,000.00 for its beginning. In the last ten years, there has been considerable progress in the Graduate School and the demands upon it, together with the enrollments, have proportionately outrun the undergraduate work. It is hoped that some day we shall be able to have sufficient facilities for the Graduate School, of which an ample book supply is a great desideratum, so that we may become a real university. At present, only two or three universities in the Southern States

are able to give graduate work in an acceptable fashion in more than one or two fields of application. We look forward to the time when the University of Florida may take its place in organizations like the Association of American Universities along with institutions such as the University of Virginia, the University of North Carolina, Duke University and the University of Texas.

This situation makes it impossible for Floridians to get training within their own State if they aspire to become teachers in institutions of higher learning. It places upon the colleges of this State the necessity of drawing their staffs largely from other States and is a definite handicap in other specific ways. For example, it would greatly enhance the future of the university and similar institutions in Florida if more of the leaders in the public schools of the State could find adequate graduate programs within Florida.

The General College, which has been in existence for six years, appears to be permanent in some form or another. It is subject to constant adjustment but the provision of general education and the opportunity of intelligent selection with the advantage of guidance seem to be desirable and helpful. Subsequent records of General College students both at the University of Florida and at other universities are encouraging and would indicate that the quality of work is being improved rather than otherwise. Certainly, students who drop out of the University without receiving a degree, find themselves with much more usable materials than if they had begun specialized curricula.

Likewise the maintenance of the College of Liberal Arts as a nucleus from which the several professional and technical schools branch out would appear to be sound in spite of an age of increasing specialization. The future should bring forth an even stronger program of liberal education. The effort of avoiding the pitfall of utilitarian and cash value types of education must be continued.

The devastating effects of widespread use of machinery is an alarming illustration of what technology can accomplish when the social, human, and moral elements are not correspondingly nurtured. If ever education as a liberating and broadening influence in the lives of men were needed, it would seem to be now and in the years that are unfolding.



At the same time, we will continue to strengthen and build up our technical and professional schools. Some of these are already comparable with the best of our section. There is hardly any question about the high service being rendered by the College of Law. The College of Engineering is not large but enjoys an excellent record with sound foundations that have been carefully laid. In the near future the research in the fields of engineering and industry should be developed by additional support for the Engineering Experiment Station. There is a probability that both the State and Federal government will grant additional support in this direction.

In the field of Agricultural Research, large expenditures are being made and perhaps the greatest single service of the university to the State is being rendered at this point. The general excellence of the staff, I believe, is admitted. During the last year or so, under the leadership of a full time dean, the instructional division in the College of Agriculture has been gradually strengthened. This should be continued as rapidly as resources will permit.

Colleges of Education over the country generally have been under considerable criticism. Educational leaders have pondered how they may improve the whole program of teacher training. There is a widespread difference of opinion at this point. At the University of Florida, a magnificent physical plant has been built and provided with ample equipment. One of the best experimental schools anywhere is available to its faculty and students. Plans are being worked out for the development of a more adequate program in this field with particular reference to service of the school system of the State. Workshops, in which the staffs of many schools participate, are giving great promise.

The College of Business Administration has grown more rapidly than any other college since its foundation a little more than a decade ago. Its large contribution to the economic and commercial development of the State could be increased if more adequate funds were made available for research. The congress has before it legislation which, if enacted, would make available Federal funds for the stimulation of State support in this direction.

The School of Architecture and Allied Arts has been meagerly supported. Nevertheless, its graduates have been sought and have made

good wherever they have gone. Some day, there should be a College of Fine Arts on the campus of the University of Florida into which may be consolidated architecture, painting, sculpture, music, dramatics and forensics. This may not be possible in the immediate future but it is something that should be kept constantly before us.

The Music Department at the University, if it could justly be called such, has been treated abominably. It is a sort of stepchild on the campus and yet creditable organizations such as the Glee Club, the band and the orchestra have been maintained but at too much sacrifice on the part of those who have been asked to develop them and carry them on.

The School of Forestry is a lusty infant and has enjoyed exceptional financial support from its birth. It remains to be seen what the demand will be for the products of this school. Problems of reforestation confront Florida and are as important, if not more so, than most anywhere else. The superficial traveler is aware of the immense tracts of cut-over lands that are producing so little today. The paper industry that is beginning in our State will require vast quantities of pine if they are to continue to operate.

The question is often asked: "When will the university have a Medical School?" Nothing of this kind should be attempted at any time in the near future. In the first place, there is no great need. In the second place, an accredited medical college comparable to the leading institutions of this region would cost, for laboratories and instruction, almost as much as the entire university expends at the present time. In addition, a huge plant with ample hospital facilities would be required. It is doubtful if any community in the State could furnish adequate clinical material. Certainly, it could not be done in Gainesville. For the present, Florida would do better if the State should provide for scholarships in recognized schools for boys in the State who give assurance that they would return here to practice medicine. Thus, doctors could be very much better trained at a negligible cost than if the State undertook

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to establish and support a medical school at this time.

Perhaps this summary should not be concluded without mention of the work of the General Extension Division, the radio station and the museum, all of which contribute to the important adult education program now so much needed. The General Extension Division reaches thousands of citizens annually through correspondence and through short courses which are becoming increasingly more popular. The university possesses one of the most complete scientific museums in this section. We have never had building facilities which would enable us to exhibit more than a fraction of the materials we have. The Seagle Building, however, has enhanced the possibility of the exhibit. In the P. K. Yonge Laboratory School is found one of the most complete ornithological collections anywhere.

What we have related may sound like a mere catalog of activities. It should be remembered that all of these are being integrated so that the university may provide a beacon for the intellectual life of the State as well as an anvil for the shaping of the material progress. If democracy is to survive, if the American traditions of liberalism are to be strengthened, if the freedoms that we have cherished are to be preserved, some common rallying ground must be found for the forces that will lead in this direction. Such a forum, the University of Florida shall and must be!

## TEN FATHOMS DEEP

(Continued from page 11)

gray waves, and the skipper decided the sea was too rough for diving that day.

Jelly Bean, generally addressed simply as "Jelly," was steering. Instead of a wheel, the *Portaritisa*, like all the old-time sponge boats, was steered by the primitive tiller method—a stout six-foot bar attached to the rudder post. The helmsman sits in a compartment at the end of the tiller and steers by direct handpower and main strength, swinging the bar to port or starboard as the course requires. Within his reach is a rod extending down to the engine room

and geared to the throttle, that enables him to control the boat's speed.

Gavriel, the diver, a fine dark figure of a man in his forties, powerfully built but lithe as a panther, stood by the negro, shaking a ham-like fist at him, enjoying the favorite sport of the crew—good-naturedly tormenting the simple-hearted black. Gavriel could speak a little "pidgin" English and Jelly had learned a few words of Greek, so their conversation was a queer broken mixture of both languages.

"Vressi, Jelly, you no good!" accused Gavriel. "You *grossouzis*. You makey for us bad weather."

"No suh, Mistah Gravel, please suh," protested Jelly. "Ah dunno whut yo mean. Vre? Ah ain't brung dis wind. Must be de Lawd, er mebbe ole sea devil his sef."

"No! You bad lucky. Vre. Must be you done some bad in Tarpo Spring. You whadja call Jonah. Damsight I better throw you in sea!"

Jelly's eyes rolled in fear. "No suh, no suh!" he pleaded. "Ah aint no Jonor. Ah ben good at de Springs. Even went to church, an putt thee cents in de correction. Mebbe you done de badness. Taint me!"

"No, you!" stormed the diver, winking at those gathered around him. "Three cents no good for church. Makey saints mad you cheat. Better you give whole nickel nexy time. Then mebbe we got good lucky."

At this sally all guffawed loudly. With a sea-whetted appetite coming on, we asked Stavros, "When do the men eat?" The amiable cook explained that meals were irregular on sponge boats, depending on weather and other conditions. Coffee is served the first thing every morn-

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ing and about nine o'clock there is a hearty breakfast of macaroni or spaghetti with accessories and more coffee. Then, if diving is in progress and everybody working hard, a noon lunch is eaten. And around six in the evening comes supper, the big meal of the day. But when the vessel is just cruising only two meals are served: the nine-o'clock breakfast and a substantial meal about four in the afternoon. At all times, however, there is cold food and a big pot of coffee available for those who are hungry.

We were surprised to see that the cooking, instead of being done under shelter below decks, is conducted on the open deck at the forepeak. This is necessary because all space below is taken up by the engine room aft, the tiny cabin or bunk room amidships and a storage room in the small forepeak hold.

The galley, if it could be called that, consists of nothing but a two-burner gas stove and a big covered box that the cook calls his pantry. Stavros was now busy in this windswept domain.

The stove, covered for protection against wind and rain by a tin-lined box with a hinged front and top, burned acetylene gas from portable tanks. In the box-pantry were kept dishes, pots, condiments and a limited supply of groceries brought up from below for current use. The cook himself worked directly in the open, using a hatch cover as a work table. But he was a genius, as we learned later, and could turn out surprisingly good meals with his meagre equipment.

Seated on a crate, the wind tossing his graying hair, Stavros was peeling a panful of onions, wholly oblivious to the ship's rolling and pitching as he unconsciously balanced his rotund body with it.

From a big pot on the stove came a most delicious aroma and we asked what he was cooking. Beaming, with his oily brown face suggestive of a smoked ham, the cook proudly recited:

"Well, for today I've got fresh beef and vegetables and some good *manestra*." (This is small, oval-shaped sections of macaroni, a favorite item of Greek cookery). "And from these I'm making manestra soup. These onions will go in too, after I slice them. Then some garlic and origanum leaves I put in, everything just the right amount and at the right time. Hah-hah! You will see these men go for it," he chuckled. "I am best cook in all sponge fleet."

Here Stavros tasted the soup in the pot, using a big spoon, and smacked his lips.

(It should be mentioned that conversations recorded herein were in the Greek language, interspersed with occasional English words. The translations have been made with much freedom to preserve meaning and "flavor.")

Hungrily waiting for the cook to call the faithful to that savory soup, we went below to escape its tantalizing odor. Returning on deck a little later we found that Stavros had set a hatch cover on benches in the lee of the after companionway housing and spread it with an oilcloth for use as a tablecloth. It was laid with common knives, forks, spoons, enameled steel pans and coffee cups. With a flourish, he brought on a huge pan of manestra soup and boiled beef, the meat cut into generous portions. Then he bawled along the deck and down the hatch "Come and get it, or I'll throw it overboard."

With much laughing and joshing, we hungry men squatted on low benches around the makeshift table and with the big dipper liberally helped ourselves. The inhaling enjoyment then became so audible as to drown out the roar of the wind and sea.

Stavros now brought on heaping dishes of black, ripe olives, salty cheese and thick slices of bread from

fat, round loaves baked in Greek bakeries in Tarpon Springs.

Jelly Bean, tacitly observing the color line, filled his pan at the cook's pot and ate in the shelter of the pantry. The meal concluded with fragrant cups of black, syrupy coffee made in the Greek manner. Pulverized coffee is stirred into a pot of boiling water and allowed to settle. Then it is reheated and served.

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Shortly afterwards the captain decided to anchor for the night, hoping for better weather next day. The clouds were breaking and the wind had slackened. He gave orders to head shoreward to seek a depth of about three fathoms, as our anchor line would not reach bottom where we were.

At sunset the engine was stopped and soundings showed about 20 feet of water. Our draft was a little more than five feet. The anchor went over with a splash, the "jigger" sail was set to hold the *Portaritis*'s head into the wind and we were snug for the night, heaving gently in the long, lazy swells.

All except those on watch soon went below and we joined them in the stuffy little cabin that reeked of stale smoke, garlic and sweaty men. Sitting on the edge of their bunks, all hands looked a little glum now that rough weather had kept them from the profits of at least part of a day's sponge fishing. For sponging crews are not paid wages like other seamen but each receives a share of the proceeds of the catch, according to the importance of his job. In reality, a sponging expedition is a joint adventure on a profit-sharing basis.

Pinotsis, the lifeline tender, lean and keen-eyed, growled as he pulled off his sea boots. "This start with dirty weather looks like we got bad luck this trip. Maybe somebody put evil eye on us." He crossed himself and mumbled a prayer.

"Sponge fishermen have a good many signs of bad luck, haven't they?" we asked.

"Yes, we got to be careful for bad signs. One is, it's bad luck to start a trip on Tuesday because that was the day our great city Constantinople was captured in old times by the damn Turks. It was the worst unlucky day for Greece. And it's bad luck to start on a trip while a grave is open in Tarpon Springs. Have to wait till the dead is buried and the grave filled up."

Pinotsis stroked his dark, weather-seamed face, reflected a moment, and went on: "Another bad thing is when somebody puts evil eye on boat after priest blesses it and captain has cast off with prayer for good luck. And besides this, sometimes St. Nicholas is mad at somebody on board for their sins and punishes all of us on account of that one."

We asked seriously: "What can be done to ward off the bad luck of the evil eye?"

Pinotsis heaved a rueful sigh,

"Nobody but God or St. Nicholas can do anything about that. So we better ask them to help us."

"There must be more bad signs," we wheedled. "Most seamen know a lot of them."

"Well, I can't think of all of them now." He studied his pipe reflectively. "One of the worst things is to have to turn back three times after we cast off from dock for a new trip. That always makes bad luck. I remember once on the *Aegli* when she was about to start on a trip. Her captain told me about it afterwards. They had already started a little way from dock and turned back once, for why I don't remember now. Then the cook, a new one just signed on, he started to holler that his gas tanks were empty, and 'how the hell was he going to cook without gas?' They had a stove like ours, to burn gas brought aboard in tanks, and somebody had forgot to get full tanks for the trip. So, no gas, no eats! And they had to dock again and wait an hour for gas tanks to come.

"Then," Pinotsis continued, "everybody thought they would get away now for sure, so they cast off and started to back out second time. The cook was searching through his gear for something. Suddenly he set up another loud yell: 'I can't find no strainer for the spaghetti! We got to go back and get one!'"

Pinotsis began to chuckle as he

went on. "By this time the captain was hopping mad. He roared, 'To hell with your strainer! Strain the

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spaghetti through your shirt tail! I wouldn't turn back third time and put a curse on this trip even for the King himself!"

Next morning by ten o'clock we had anchored at the sponging grounds in 40 feet of water, all diving gear had been carefully inspected and repeatedly tested. For every man aboard knew the diver's life and their own profits depended on the faithful performance of every appliance.

Captain and crew kept peering intently over the side. Instead of the usual clear, greenish-blue of the Gulf, the waters had a slightly roiled appearance. Captain Pavlis explained that this was caused by deep swells washing against the muddy bottom found in some parts of this area. Finally, he straightened up and addressed the crew:

"Men! You can see it's a little too murky for diver to see good. But if all say so, we'll try it."

Having come this far, all were anxious to make the venture and there were shouts of "Ne" (yes), "O. K.," or "Let's try it." So preparations for diving went forward.

Gavriel, who was to take the first turn at diving, explained that at around 40 feet he could remain down for three hours. The time limit ranged from two hours at 75 or 80 feet, to half an hour in depths of 125 feet. To exceed that depth is dangerous and some who attempt it often fall victim of that dread paralysis of the sea—the "bends."

Brawny, copper-skinned and grinning, Gavriel sat on the foredeck rail and slowly pulled on his heavy, rubberized silk suit, much as a man would climb into a stiff, heavy "union suit" of overalls. Its only opening was an aperture across the shoulder line, where it was heavily reinforced, with holes through its flat edge to match corresponding screw holes in the metal gaskets for attaching it to the bronze shoulder-piece which was to be applied later.

Next, by means of gaskets and thumbscrews, the captain and Pinotsis clamped the oblong metal shoulder-piece or yoke to the top of the suit and fastened weights to its front and back to overcome the buoyancy of the suit when inflated. Then they laced heavy, metal-bottomed shoes to his feet. Their weight, approximately 40 pounds, would cause him to sink feet first and enable him to stand and walk upright on the bottom. Without these and the weights on his shoulders and breast, the air-filled suit

would keep him afloat, and he would be unable to descend or to maintain his balance.

The diver was now ready except for his helmet. While his helpers "dressed" him with the rapid and deft movements of long practice, he laughed and joked with them, as unconcerned as if he were merely going downstairs for a walk at home.

Others of the crew gathered around to watch the submarine explorer descend. Some devout ones crossed themselves and prayed for his safe return—with plenty of sponges. The cook jokingly admonished him to send up lots of good ones or he would get no supper.

Then came the big bronze helmet, with air hose attached, which the men screwed down on the threaded collar of the neckpiece of the shoulder-plate as one would screw the cap on a bottle. The air, provided by a motor-driven pump, was turned on and the flabby suit began to fill out like a grotesque balloon in the form of a fat and distorted human.

Gavriel stood on the ladder by which the diver descends into the water and which was hung over the side of the foredeck. The *skandalli* line was in place beside the ladder. This is a weighted rope extending from the rail to the sea bottom, down which the diver slides for a straight descent. He also uses it to hoist his filled sponge basket so that he will not have to come up until ready.

As he stood waiting, Gavriel was handed his big basket made of fish-netting, and his sponge hook, a rakelike affair with a three-foot wooden handle and three prongs curved like a bird's claw. Sponges are attached to the sea bottom by a tuft of fiber and it takes a sharp pull with the hook to detach them.

When the lifeline had been attached to the diver's waist, he clumsily descended the ladder, hampered by his big, heavy shoes. Pausing with his feet on the bottom rung, he made the sign of the cross. Then, waving an arm in jaunty farewell, he grasped the *skandalli*, dropped from the ladder and slid down into the depths out of sight.

Bubbles of air escaping from the one-way exhaust valve on the helmet came to the surface and marked his course. Pinotsis, with watchful eyes and body tensely alert, swiftly and carefully paid out the lifeline and air hose as the diver descended and began walking about in search of sponges. Those on the boat could

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follow his movements by watching the surface bubbles and the direction in which he dragged the airhose and lifeline.

Gavriel walked slowly, now in this direction, now in that and paused only occasionally. By this it was evident he was not gathering many sponges, for the captain remarked that he covered far too much territory and stopped hardly at all.

After an hour of work below the diver signalled by the code of jerks on the lifeline that he wanted his basket hoisted. Leaning over the rail, the captain grasped the *skandalli* line, and the dark, corded muscles of his bare shoulders and arms writhed like bronze snakes as, with rapid overhand pulls, he hauled the filled basket overside and dumped its slimy contents on deck. The fifteen or more black-skinned sponges, averaging about five inches in diameter, bore little resemblance to the cleaned, clipped and bleached product found in the markets. The sponge, we remembered, is an animal and can be reproduced from eggs or cuttings.

Captain Pavlis scowled as he examined the haul. "Pretty fair," he grumbled, "but not enough for an hour's work. Signal Gavriel to come up! We waste time here!"

Hoisted up to the ladder by the lifeline, Gavriel mounted the rungs and came on deck with slow, clumsy steps. Wet and dripping, his monstrous head, gleaming "eyes," and bloated body gave him the appearance of some eerie creature from an ocean cavern. When his helmet was removed he spat disgustingly "Water too damn muddy! No can see. No good for dive today."

The skipper agreed and began barking orders: "Get under way! Head for Cedar Keys! We'll go in and wait for water to clear up."

After a night at anchor in Cedar Keys Bay the sea had cleared, we found other sponge beds and had two days of successful diving. But on the fifth day squally weather drove our vessel into the obscure little port of Steinhatchee, some fifty miles north of Cedar Keys.

On the way a plane was sighted, flying low over the turbulent waters. The men watched it expectantly, and when it sped on, their relief was apparent.

"No Coast Guard," the captain declared. "When hurricane comes, they drop warnings to all the sponge fleet so boats can make for nearest port," he explained. "Sometimes they bring messages of bad sickness

or death at home and the man whose folks it is can be picked up and carried back quick."

The weather remained unsettled the next day, so we left the *Portaritisa* to continue her cruise and returned to Tarpon Springs by bus to learn something about the commercial phase of the industry. Weeks later we heard the boat had had a successful trip, bringing in a cargo of sponges worth \$6,000.

Now that most of the sponge fishing fleet was at sea, the little Greek colony on the Anclote drowsed in the warm sunlight. A few tourists wandered between the coffee shops and curio stores and a group of olive-skinned children played in the shade of a mango tree.

The low, rambling Sponge Exchange, hemmed in by processing plants, warehouses and offices of northern buyers, seemed deserted. Only on Tuesdays and Fridays does it stir with life, for on those days auctions are held. All sponges taken by the fleet of about 135 boats are sold here.

The sponges are treated aboard the boats while at sea and reach port clean and dry. Before being put up for sale they are sorted for size and quality by experts, arranged in round, doughnut-like bunches and stacked on the floor of the exchange. Buyers remove their purchases to packing houses where they are trimmed and baled for shipping.

The Exchange, the only one of its kind in America, is a cooperative institution maintained by those who own and operate the boats. Sales exceed \$1,000,000 annually. There is no oral bidding. Buyers inspect individual catches, write their bids on slips which are handed to the auctioneer. The latter announces the highest offer. Contrary to usual procedure, fishermen may reject all bids and hold their sponges for future sales in the iron-grilled storage cells that surround the open courtyard.

The three principal varieties of sponges found in these waters are known as "Sheepswool," "Yellow," and "Grass." For marketing purposes, however, each of these general types is divided into a number of sub-classifications according to quality, size and shape. Sheepswool sponges, being the largest, most durable and most absorbent, are in greatest demand and bring the highest price.

On exhibition at the Exchange is a wool sponge nearly three feet in diameter and 18 inches in height, believed locally to be the largest ever taken in American waters.

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## PULLING TOGETHER

(Continued from page 9)

In its all-out effort for defense Florida is not forgetting its own asset as a Mecca for travelers and vacationists. Governor Holland has sponsored a movement into which he has invited the governors of California, Oregon, Washington, Wyoming, Colorado, New Mexico, Arizona, Texas, Wisconsin, Michigan, Maine, New Hampshire and Vermont to urge upon President Roosevelt and other Federal officials the importance of vacations and travel to the National morale. He also has appealed to the National government for more Federal health funds for Florida, pointing out that the State has been shortchanged in this matter. The Federal public health expenditure in Florida is less than for other Southern States, despite the fact that Florida pays more per capita in Federal taxes than other Southern States. Governor Holland has been assured of cooperation of Senator Claude Pepper and other members of the Florida delegation to Congress in obtaining more health funds.

### STATE ROAD DEPARTMENT MINUTES

(Continued from page 4)

5. Construct Road 496, Pahokee State Market Road to connect Road 143 and provide access to market.

6. Start construction Road 193, to connect Jupiter and Indiantown.

7. Improve Road 140 from Lake Worth to Gulf Stream.

#### State Maintenance:

1. Old road 4 from intersection with U. S. Road 1 north of Delray to Broward County.

2. Southern Boulevard Bridge on Road 25 connecting West Palm Beach with Palm Beach.

3. Riviera Bridge on Road 140.

4. Lantana Bridge connecting Lantana and Manalapan.

D. D. Howard, Superintendent of Public Works, represented the City of West Palm Beach in its request for maintenance of city streets serving as connections of highways, ie. Olive Avenue, Okeechoobee Road and Belvedere Road.

#### Pinellas County

The Pinellas County delegation included Ed. H. Beckett, Chairman, Orville Harris, Frank C. Merrin and John Chestnut, Commissioners, J. C. Blocker, Attorney, and Ray Green, Clerk.

Mr. Beckett filed a resolution of the County Commissioners claiming that the obligation charged against Pinellas County for money advanced by the Road Department to purchase Indian Rocks Bridge should have been cancelled because of an understanding and agreement between the County and the Department at that time. This resolution was supported by a letter addressed to Mr. Ray Green, Clerk, by Hon. Fred P. Cone, Governor of Florida at the time of the purchase of the bridge, the said letter bearing the date of February 24, 1942 and reading as follows:

"Honorable Ray E. Green  
Clerk of the Circuit Court  
Clearwater, Florida.

Dear Mr. Green:

Your letter received in regard to the purchase of Indian Rock Bridge in Pinellas County, and will say that it was my understanding, and also the understanding of the State Road Department at the time that the State Road Department was buying the bridge from the owners for the benefit of the roads in Pinellas County, as the bridge was on a through state road in Pinellas County. This was done by my instructions to the State Road Department, and it was my impression that the State Road Department was to make a record of this at the time. It was also my understanding that it had been made a record of, and there was no obligation for Pinellas County to pay for the bridge, as the bridge was on a through state road in Pinellas County.

The State Road Department took charge of this bridge and has repaired it and operated it the last time I heard of it. If there is any impression that Pinellas County is to pay for this bridge or any debt claimed for the bridge it should be canceled. It was my understanding and the understanding of the State Road Department at the time that the State Road Department would buy the bridge and operate it as it was on a main state road.

Very truly yours,

Fred P. Cone."

(Signed)  
FPC:C

Mr. Beckett also filed a resolution setting out a contrast between the amount of \$12,000,000 which Pinellas County is said to have paid into the funds of the State Road Department through gasoline taxation, and the expenditure of \$100,000 which the Road Department has made on work in that county; requesting that project 5257 on Road 15 in Pasco County, from the Pinellas County line to Road 210 above New Port Richey, be placed in the budget in the same position on the priority calendar as the project on Road 17, since these two projects are of equal importance to Pinellas County; and that these two projects be completed as soon as possible; that the location of Road 15 from the county line to and across the Anclote River through Pinellas County be completed, that a convict camp be placed along the route to grade the right of way which has already and will be furnished by the county, and that temporary or permanent bridge structures be placed across

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to the Coast Guard Base and Maritime School.

Mr. Beckett also invited the Department to meet in Pinellas County.

#### **Sarasota County**

A letter from the Board of County Commissioners of Sarasota County requested the Department to take over for maintenance the Manasota Bridge and Road. The letter also referred to the opinion of Commissioner Buchan that the Department might arrange with the Commissioners for assessment of a small county millage for this purpose if the State could take over the road and bridge for maintenance.

#### **Sumter County**

A telegram from J. A. Taylor, Chairman of the Board of County Commissioners of Sumter County, requested the Department to rebuild Road 23 south of Bushnell.

#### **St. Johns County**

Chairman H. H. Bailey and Commissioner H. B. Hersey were present from St. Johns County. Mr. Bailey thanked the Department for its work on Road 47. He asked that Road 14-A, from U. S. Highway 1 to Crescent Beach, on which the County had already furnished the 200 foot right of way, be built as soon as possible. He also requested the Maintenance Division to do some work on the "bottle neck" part of Road 48.

#### **Bee Line Highway**

Mr. M. W. Woolsey of Lakeland spoke in behalf of the proposed Bee Line Highway from Tampa to West Palm Beach. He filed drawings and figures showing this road as it would connect with 7 north and south highways and 3 east and west highways, and asked that it would be given consideration as a defense road and built as a super highway. He filed a resolution in the name of the Bee Line Highway Association asking for special consideration of a 12 mile section between Wauchula and Sebring.

#### **Central Florida Cross-State Highway**

H. C. Brown and L. Day Edge presented a brief prepared by the Road No. 22 Association, urging the consideration of this road for development as a central Florida cross-state highway, especially needed as a military road.

#### **Overseas Road and Toll Bridge District**

Wm. R. Porter, B. M. Duncan and Julius Stone represented the City of Key West, Monroe County, and the Board of Commissioners of the Overseas Road and Toll Bridge District in expressing the gratitude of the people for the Road Department's cooperation and helpful attitude in bringing to a successful conclusion plans for completion of the Overseas Highway.

#### **State Prison Farm**

Superintendent L. F. Chapman of the State Prison Farm spoke with reference to the discharge of prisoners from SRD road camps, stating that the Road Department had taken care of the discharge expense for the past fifteen years; but that since the Attorney General's recent opinion that this was not a proper expense for the Department, it is now having to be met by the Prison Farm. He estimated that this expense item would run to as much as \$18,000 before the next session of the Legislature, and that the budget of the Farm has not provided for this extra expense, so he asked the Department to continue to take care of it until the Legislature meets.

Mr. Chapman was advised by Attorney Shackelford that he did not believe the Road Department would be authorized to meet the expense, under the ruling by the Attorney General.

Mr. Chapman stated that for the past

two years the Prison Farm has furnished the Road Department with two squads of prisoners for road work in the vicinity of the Farm, and had made no charge to the Department for expense of clothing, feeding, housing and guarding these prisoners at night. He requested permission to charge this expense to the Department until the next Legislature.

#### **WORKMEN'S COMPENSATION INSURANCE**

Mr. Bob Hatton appeared before the Board and referred to the proposal he made at the last meeting for workmen's compensation insurance. He advised that the premium could now be reduced from \$34,872 to \$34,511 because of reduction in the payroll, and urged consideration of his proposal because of the saving offered. He stated that his insurance would not cover legislative claims, but that the records of the Department showed no claims of this nature since 1935.

#### **LABOR WAGES ON OVERSEAS HIGHWAY**

Chas. E. Johnson, President, and Leonard Lyons, Secretary, of the Building Trades Association, Jno. L. Burke Representative of Labor, F. Eugene Smith, Representative of Painters, Wm. W. Stanton and H. Jordahl, Representatives of the Carpenters, and F. W. Smith, representing Bricklayers and Plasterers, made up a delegation which appeared in the interest of wages for work on the Overseas Highway.

Mr. Johnson asked for consideration of increased wage scale, stating that wages in Key West were the same as in Miami. He referred to shortage in labor, high living costs and certain local handicaps. He asked that the wage scale recommended by the Association be adopted in order that labor troubles might be avoided by the contractor, causing delay in the completion of the highway. He said that the army and navy were paying the prevailing wages as set up by the School Board and Dade County. He said his Association would enter into an agreement with the contractor and furnish him labor at the

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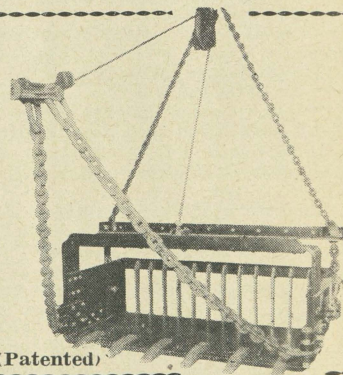
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prevailing wage scale and get the job done.

Mr. Lyons furnished the prevailing wages of crafts in Dade and Monroe Counties, as established by Governmental authority, as follows:

Common labor, 62½ cents an hour.

Structural Iron Workers, \$1.67½ an hour.

Cement finishers, \$1.50 an hour.

Carpenters, \$1.25 an hour.

Chairman Johnson of the Road Department explained that the wage scale set up by the Department in its notice to contractors was intended as a minimum below which the contractor could not go; that it was not intended as a maximum or even prevailing wage, and that the contractor was free to enter into agreement to pay any amount over that he might see fit.

#### SUPPLEMENTAL AGREEMENTS

On motion of Mr. Hector, seconded by Mr. Stockton, the following supplemental agreements were approved:

Proj. 5035(2) Rd. 116, Hamilton County, Hinley Construction Co., \$1,722.78 Decrease.

Proj. 5209(2) Rd. 8, Polk County, Jno. E. Ballenger Const. Co., \$6,253.62 Increase.

Proj. 5155 Rd. 270, Dade County, Cleary Bros. Const. Co., \$940.00 Increase.

Proj. FA 117-A(1) Rd. 21, Volusia County, M. J. Carroll Contr. Co., \$260.19 Increase.

Proj. 5277(2) Rd. 27, Dade County, Belcher Oil Co., \$4,919.29 Increase.

Proj. 5277(2) Rd. 27, Dade County, Belcher Oil Co., \$475.29 Increase.

#### RECESS

By common consent the meeting was recessed until 9:30 A. M. on February 28.

#### MEETING ON SECOND DAY

##### FEBRUARY 28

Following recess, the meeting convened at 9:30 A. M. on Saturday, February 28, with the same attendance.

#### CANCELLATION OF RIGHT OF WAY CONTRACT BONDS

##### POLK COUNTY PROJECT 1058 ROAD 2

On motion of Mr. Hector, seconded by Mr. Stockton, the following resolution was adopted:

BE IT RESOLVED that Fidelity & Casualty Company of New York is hereby released and discharged from each and every of its obligations to the State Road Department under that certain surety bond executed by Polk County, as principal, and said corporation, as surety, to this Department, as obligee, dated the 17th day of October, A. D. 1934, in the penal sum of \$5,000.00, conditioned to secure the performance of a certain right of way contract between the said County and this Department, concerning the acquisition by said County of rights of way to this Department for Project No. 1058, of State Road No. 2, and said surety bond is hereby terminated and canceled; Provided that nothing herein shall be taken or construed to mean that said Right of Way contract between said County and this Department is in any wise impaired, modified or affected.

#### CANCELLATION OF RIGHT OF WAY CONTRACT BOND

##### POLK COUNTY PROJECT 929 ROAD 2

On motion of Mr. Hector, seconded by Mr. Stockton, the following resolution was adopted:

BE IT RESOLVED that Fidelity & Casualty Company of N. Y. is hereby released and discharged from each and every of its obligations to the State Road Department under that certain surety bond executed by Polk County, as principal, and said corporation, as surety, to this Department, as obligee, dated the 23rd day of August, A. D. 1935, in the penal sum of \$2,000.00, conditioned to secure the performance of a certain right of way contract dated the 23rd day of August, A. D. 1935, between the said County and this Department, concerning the acquisition by said County of rights of way to this Department for Project No. 929, of State Road No. 2, and said surety bond is hereby terminated and canceled; Provided that

nothing herein shall be taken or construed to mean that said Right of Way Contract between said County and this Department is in anywise impaired, modified or affected.

#### TAVERNIER CREEK BRIDGE—ROAD 4-A—APPLICATION TO WAR DEPARTMENT

On motion of Mr. Hector, seconded by Mr. Stockton, the following resolution was adopted:

BE IT RESOLVED, that the Chairman be and he is hereby authorized to make application to the War Department for their approval of the construction of a bridge over Tavernier Creek, approximately 1 mile southwest of Tavernier, Road 4-A, Monroe County, Florida, which said bridge shall be constructed according to the plans submitted by the Department.

#### SNAKE CREEK BRIDGE—ROAD 4-A—APPLICATION TO WAR DEPARTMENT

On motion of Mr. Hector, seconded by Mr. Stockton, the following resolution was adopted:

BE IT RESOLVED, that the Chairman be and he is hereby authorized to make application to the War Department for their approval of the construction of a bridge over Snake Creek, approximately 6 miles southwest of Tavernier, Road 4-A, Monroe County, Florida, which said bridge shall be constructed according to the plans submitted by the Department.

#### RENEWAL OF LEASE OF BOYNTON BRIDGE — PALM BEACH COUNTY

On motion of Mr. Ward, seconded by Mr. Hector, the following resolution was adopted:

BE IT RESOLVED that the action of the Chairman and Secretary of this Department in executing a renewal lease of the bridge on Road 195 across the Indian River at Boynton, Palm Beach County, for the period beginning January 1, 1942 and running for one year, at the monthly

rental price of \$342.33, be and the same is hereby approved, confirmed and ratified as the act of this Department.

#### RENEWAL OF LEASE OF LAKE WORTH BRIDGE—PALM BEACH COUNTY

On motion of Mr. Hector, seconded by

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Mr. Stockton, the following resolution was adopted:

BE IT RESOLVED that the action of the Chairman and Secretary of this Department in executing a renewal lease of the bridge on Road 174, across the Indian River at Lake Worth, Palm Beach County, for the period beginning January 1, 1942 and running for one year, at the monthly rental price of \$1,000.00, be and the same is hereby approved, confirmed and ratified as the act of this Department.

#### RIGHT OF WAY IN DADE COUNTY

On motion of Mr. Hector, seconded by Mr. Ward, the following resolution was adopted:

BE IT RESOLVED that not to exceed \$10,000 be made available to complete the acquisition of necessary rights of way for State Road 27 (between State Roads 4 and 140) and State Road 270 (between Coral Gables and State Road 205) in Dade County in order to avoid stoppage of work on said roads under construction contracts let several months ago, said funds to be expended under the same conditions and limitations as were provided for the expediture of the original right of way appropriation under the agreement of the Department and Dade County entered into on August 30, 1940 in furtherance of the Department's agreement made in 1940 covering the use of certain Dade County Second Tax Funds on State Roads 26, 27 and 270.

#### EXECUTION OF CONTRACT AGREEMENTS WITH POWER & LIGHT COMPANIES

On motion of Mr. Stockton, seconded by Mr. Hector, the following resolution was adopted:

WHEREAS, heretofore it has been advisable for the State Road Department from time to time to enter into contracts and agreements with power and light companies for electric service required for and in connection with bridges, convict road camps, maintenance camps, and for other operations of the Department located outside municipalities; and

WHEREAS it is expected that the need for such agreements will arise from time to time in the future,

THEREFORE, BE IT RESOLVED that the Chairman and Secretary of this Department be and they are hereby authorized to execute such agreements on behalf of the State Road Department, when the said agreements have been approved and recommended by the Engineer and the Attorney, and that their action in executing such agreements heretofore is hereby approved, ratified and confirmed as the act of this Department.

#### CLOSING OF ROAD 10 AT EGLIN FIELD

On motion of Mr. Stockton, seconded by Mr. Ward, the following resolution was adopted:

WHEREAS, on the 24th day of February, A. D. 1942, the State Road Department of the State of Florida received from the State Defense Council of Florida, a certificate, the exact contents of which are as follows:

"Certificate of the State Defense Council

#### STATE OF FLORIDA COUNTY OF LEON, SS

Under the provisions of Chapter 20674, Laws of Florida, Acts of 1941, the State Defense Council of the State of Florida has determined and does hereby certify that:

1. The U. S. Army Military Reservation known as Eglin Field, situate in Okaloosa County, Florida, is a defense area which is expedient to the promotion of State and National defense, and

2. That it is expedient to the promotion of State and National Defense that that portion of Florida State Road No. 10 described as follows: 'Extending from the North boundary of U. S. Military Reservation known as Eglin Field, situate in Okaloosa County, Florida, near the South boundary of Section 18, Township 1 South, Range 22 West to a point near the South boundary of Section 32, Township 1 South, Range 23 West', which traverses said Reservation, be closed, vacated and abandoned as a highway or right of way and dedicated for defense area purposes.

It is directed that this certificate be forthwith transmitted to the State Road Department at Tallahassee, Florida.

IN WITNESS WHEREOF the State Defense Council affixes its seal and subscribed its name by its Chairman and its Executive Director hereunto duly authorized, this 24th day of February, A. D. 1942.

STATE DEFENSE COUNCIL,  
By Spessard L. Holland,  
Chairman

(SEAL)

Geo. L. Burr, Jr.,  
Executive Director."

WHEREAS, said certificate has been entered among the records of the meeting of the State Road Department on this day, being the first meeting of said Department since the receipt of said certificate; and

WHEREAS, there is no alternative route of connection between the points on State Road 10 within which lies said portion of State Road 10 which is to be vacated and closed as provided by said certificate,

NOW, THEREFORE, BE IT RESOLVED by the State Road Department, that it hereby declares that there is no alternative route of connection for State Road 10 between the points thereon in which lies said portion of said road described in said certificate.

BE IT FURTHER RESOLVED that if, within six months from the date of the

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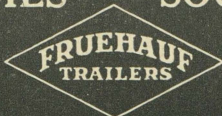
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adoption of this resolution the U. S. Military authorities provide such an alternative route of connection of similar specification as said portion of State Road 10 described in the said certificate hereinbefore set forth, and dedicates the same as a part of State Road 10, and the same is accepted by the State Road Department, then and in that event, the State Road Department shall and does hereby forever close, vacate and abandon said portion of said State Road 10 (and the right of way thereof) described in said certificate, and perpetually dedicates the same for defense area purposes to the use of and as an appurtenance to said Eglin Field Military Reservation, such dedication to become effective immediately upon the acceptance of said alternative route of connection by the State Road Department. PROVIDED, HOWEVER, that the State Road Department reserves the continued use of said portion of State Road 10 described in said certificate unless and until said alternative route of connection is provided, dedicated and accepted as aforesaid, and PROVIDED FURTHER that the U. S. Military authorities shall provide suitable means of ingress and egress at all times to the unclosed portion of State Road 10 or said alternative route of connection of State Road 10 to all persons residing in the vicinity of the closed portion of State Road 10 who otherwise would be denied ingress and egress therefrom by the closure of said portion of State Road 10. PROVIDED FURTHER that if said means of ingress and egress are not made available, and if said alternative route of connection is not provided, dedicated and accepted as aforesaid, the State Road Department reserves the right to revoke without notice this resolution and all rights hereunder at any time after the expiration of said period of time hereinabove specified.

#### COUNTIES AUTHORIZED TO ACQUIRE RIGHT OF WAY

The usual resolutions requesting the counties to furnish right of way on the following projects were adopted:

- Dade County, Road 4-A, Projects 5239.
- Highlands County, Road 59, Project 5621(2).
- Monroe County, Road 4-A, Project 5246.
- Monroe County, Road 4-A, Project 5241.
- Orange Co. (Orlando), Road 3, Project 5623.
- Orange County, Road 3, Project 5623.
- Seminole County, Road 44, Project 5535.
- St. Johns County, Road 43, Project 5666.

#### RIGHT OF WAY FOR ROAD 4-A IN MONROE COUNTY

Mr. Hector moved that \$1,500 be paid L. C. Peebles and Cora Peebles, his wife, for deed of conveyance covering lot of land in Tavernier, Florida, and strip of land between Upper and Lower Matecumbe Keys in Monroe County, Florida, said land being required for the construction and maintenance of State Road 4-A.

#### LEAVE OF ABSENCE FOR ASSISTANT ATTORNEY

The Chairman announced that Assistant Attorney Lamar Sarra had been called into military service. Whereupon, Mr. Hector moved that Mr. Sarra be given leave of absence during the period of his military service, and that he be reemployed upon his return from such service; that Mr. Pat Shannon, Attorney of Tampa, be employed as Assistant Attorney during Mr. Sarra's absence, at the same salary paid Mr. Sarra.

The motion was seconded by Mr. Ward and adopted.

#### WORKMEN'S COMPENSATION INSURANCE

On motion of Mr. Stockton, seconded by Mr. Hector, it was agreed that the Road Department would continue to handle its workmen's compensation insurance, and that the handling of this insurance, including supervision and records, be transferred to the Secretary of the Department.

#### INCREASE IN SALARY OF STATE HIGHWAY ENGINEER

On motion of Mrs. Ward, seconded by Mr. Stockton, the salary of the State Highway Engineer was increased by \$50.00 per month, effective January 1, 1942.

#### INCREASE IN SALARY OF THE ATTORNEY

On motion of Mr. Hector, seconded by Mr. Ward, the salary of the Attorney for the Department was increased by \$50.00 per month, effective March 1, 1942, the amount of the increase to be charged to the Division of Outdoor Advertising.

#### ADOPTION OF BUDGET

The Members proceeded to consideration of revisions of the budget for its final adoption.

On motion of Mr. Stockton, seconded by Mr. Ward, the following resolution was adopted:

BE IT RESOLVED by the State Road Department, that the budget of construction, maintenance and betterment work for the year 1942, as prepared and adopted at the meeting of January 19-20, be and it is hereby adopted as the program of work for the year 1942, when it has been amended to carry the revisions made at this meeting, the said revisions being set out in the following statement and made

a part of the minutes of this meeting:  
(See page 34)

#### DATE OF NEXT MEETING—ADJOURNMENT

On motion of Mr. Ward, seconded by Mr. Stockton, it was agreed to hold the next meeting of the Department at Tampa on March 23. Whereupon this meeting was adjourned.

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# STATE ROAD DEPARTMENT OF FLORIDA BUDGET FOR FISCAL YEAR 1942

## ASSETS

Cash Available for General Purposes .....	\$ 4,645,253.78	
Federal Receivables for Work Underway .....	2,792,143.25	
Federal Receivables Earned .....	781,056.75	
Gasoline License Tax—		
1st 3c Tax .....	\$11,500,000.00	
2nd 3c Tax in Excess of 1938 .....	1,728,214.47	13,228,214.47
Prepaid Insurance on Bridges .....		13,000.00
Prepaid State Planning Board Advances against 1942 Budget .....		12,500.00
County Funds—		
2nd Gas Available for Expenditures on Preferential Roads .....	677,253.80	
2nd Gas Surplus Available and/or Estimated to Become Available for Construction of State Roads—		
—Cash on Hand 1-1-42 .....	\$ 1,808,542.82	
—Estimated to 9-30-42 .....	1,309,111.89	3,794,908.51
Proposed New Federal Aid for 1942 .....		3,199,293.46
Estimated Balances Due on Uncompleted Budgeted Projects as of 12-31-42 .....		5,431,729.62
<b>TOTAL .....</b>		<b>\$33,898,099.84</b>

## LIABILITIES

Accounts Payable as of December 31, 1941—Payrolls .....	\$ 123,958.29	
Contractor's Estimates and Retainage .....	1,134,554.84	
Miscellaneous Audited Bills .....	326,378.97	
Purchase Order Commitments .....	196,126.89	
Workmen's Compensation Claims—		
Pending .....	34,536.74	
Bridge Leases .....	68,557.50	1,884,113.23
Emergency Reserve, 10% of State Revenue .....		1,322,821.45
Additional Reserve for Emergency Contingencies .....		1,000,000.00
Administrative Accounts .....		622,110.00
Bridge Insurance .....		13,000.00
First Division Office Building .....		50,000.00
Division Offices .....		177,220.24
Maintenance Offices .....		157,205.03
Maintenance		
Bridge Leases .....	\$ 412,612.96	
Routine—Schedule 1 .....	3,085,655.19	
Periodic—Schedule 1 .....	2,449,314.11	\$ 5,947,582.26
Construction		
Allotted to Projects—Schedule 2		
—Work Underway .....	\$ 7,963,613.84	
—Work Proposed .....	13,313,404.35	\$21,277,018.19
Available for Future Allotments		
—Federal Funds .....	\$ 413,961.21	
—Surplus .....	253,345.23	
—Surveys, Plans and Estimates .....	750,000.00	
—Federal Funds 1943 for Highway Plan. Sur. .....	29,723.00	1,447,029.44
<b>TOTAL .....</b>		<b>\$33,898,099.84</b>

## Percentage of Revenues From Various Sources and Percentage of Appropriations to Various Operations

### ASSETS

Cash on Hand .....	\$ 4,645,253.78	13.70%
Gasoline Tax for General Purposes .....	13,228,214.47	39.02
Miscellaneous .....	25,500.00	.08
County Revenues .....	3,794,908.51	11.20
Federal Revenue .....	6,772,493.46	19.98
Estimated Construction Carry Over .....	5,431,729.62	16.02
	\$33,898,099.84	100%

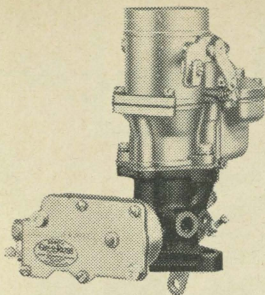
### LIABILITIES

Accounts Payable .....	\$ 1,884,113.23	5.56%
Reserves .....	2,322,821.45	6.85
Administration Salaries, Expenses and Investment .....	1,019,535.27	3.00
Maintenance .....	5,947,582.26	17.55
Construction .....	22,724,047.63	67.04
	\$33,898,099.84	100%

## STATE ROAD DEPARTMENT OF FLORIDA—REVISIONS TO TENTATIVE BUDGET—ADOPTED FEBRUARY 27, 1942—CONSTRUCTION

County & Div.	Project & Road Nos.	DESCRIPTION	1942 BUDGET		TYPES OF WORK				FUNDS			TOTAL FUNDS
			Underway	Proposed	Grading	Paving	Structures	State	COUNTY FUNDS			
									Preferential Roads	State Roads	Federal	
*Hardee, 1	5580—Road 2	Wauchula-Polk Co. line	\$ .	\$ 175,112.00	\$ .	\$ 175,112.00	\$ 175,112.00	\$ .	\$ .	\$ .	\$ 175,112.00	
*Hernando, 1	5580—Road 34	Road 15—Road 5	52,400.00	52,400.00	52,400.00	52,400.00	52,400.00	52,400.00	52,400.00	52,400.00	52,400.00	
*Highlands, 1	5070—Road 8-A	Glades Co. line-A. Park	52,400.00	52,400.00	52,400.00	52,400.00	52,400.00	52,400.00	52,400.00	52,400.00	52,400.00	
†Polk, 1	5158—Road 79	Hillsboro line-L. Wales	175,112.00	175,112.00	175,112.00	175,112.00	175,112.00	175,112.00	175,112.00	175,112.00	175,112.00	
		PREVIOUS TOTAL	3,202,432.24	3,202,432.24	401,616.74	3,794,490.13	456,986.09	2,423,222.74	78,463.09	88,788.48	4,653,092.96	
		TOTAL	1,450,660.72	1,450,660.72	401,616.74	3,794,490.13	456,986.09	2,423,222.74	78,463.09	88,788.48	4,653,092.96	
*Duval, 2	5662—Road 4	Project 143—Main St.	200,000.00	200,000.00	200,000.00	200,000.00	200,000.00	200,000.00	200,000.00	200,000.00	200,000.00	
		King's Road	10,000.00	10,000.00	10,000.00	10,000.00	10,000.00	10,000.00	10,000.00	10,000.00	10,000.00	
*Suwannee, 2	5616—Road 92	Rd. 69-Suwannee Rvr.	3,679,656.86	3,679,656.86	222,719.31	4,098,063.91	480,503.26	2,490,300.14	146,176.33	1,539,596.61	625,213.40	
		PREVIOUS TOTAL	1,121,629.62	1,121,629.62	232,719.31	4,298,063.91	480,503.26	2,600,300.14	146,176.33	1,539,596.61	725,213.40	
		TOTAL	3,889,656.86	3,889,656.86	610,762.20	2,657,726.25	843,972.14	2,058,879.85	389,653.61	857,612.25	806,314.88	
*(No. Chge.) 3		PREVIOUS TOTAL	1,323,833.65	1,323,833.65	610,762.20	2,657,726.25	843,972.14	2,058,879.85	389,653.61	857,612.25	4,112,460.56	
		TOTAL	2,788,626.94	2,788,626.94	610,762.20	1,170,356.00	100,000.00	500,000.00	200,000.00	100,000.00	4,112,460.56	
*Dade, 4	107—Road 4-A	Fla. City Key West	100,000.00	100,000.00	100,000.00	100,000.00	100,000.00	100,000.00	100,000.00	100,000.00	100,000.00	
*Monroe, 4	Road 4-A	Fla. City Key West	1,170,356.00	1,170,356.00	1,170,356.00	1,170,356.00	1,170,356.00	1,170,356.00	1,170,356.00	1,170,356.00	1,170,356.00	
†Martin, 4	3140—Road 4	Olympia-Jupiter-4.90 M.	150,000.00	150,000.00	150,000.00	150,000.00	150,000.00	150,000.00	150,000.00	150,000.00	150,000.00	
		Sec. Fla. City-K. West	300,000.00	300,000.00	19,915.02	2,040,158.62	759,825.20	2,508,161.91	178,312.14	133,424.79	300,000.00	
		PREVIOUS TOTAL	1,899,398.61	1,899,398.61	19,915.02	3,160,514.62	459,825.20	2,770,661.91	378,312.14	491,280.79	2,819,898.84	
		TOTAL	1,899,398.61	1,740,856.23	19,915.02	3,160,514.62	375,000.00	2,04,746.75	170,253.25	170,253.25	3,640,254.84	
		Melbourne Bridge	375,000.00	375,000.00	375,000.00	375,000.00	375,000.00	375,000.00	375,000.00	375,000.00	375,000.00	
		Bridge Matanza's Inlet	150,000.00	150,000.00	150,000.00	150,000.00	150,000.00	150,000.00	150,000.00	150,000.00	150,000.00	
	Road 140	PREVIOUS TOTAL	2,168,091.24	1,166,832.08	81,832.08	2,924,665.75	328,425.49	2,042,851.79	2,042,851.79	1,292,071.53	3,334,923.32	
		TOTAL	2,168,091.24	1,691,832.08	81,832.08	2,924,665.75	853,425.49	2,397,598.54	1,462,324.78	1,462,324.78	3,859,923.32	
*-Additions		Previous Grand Total	7,963,613.84	11,758,048.35	1,336,845.35	15,515,104.06	2,869,712.18	11,923,416.43	614,293.03	4,919,643.25	19,721,662.19	
†-Eliminations		Revised Grand Total	\$7,963,613.84	\$13,313,404.35	\$1,346,845.35	\$16,835,460.66	\$3,094,712.18	\$12,250,663.18	\$614,293.03	\$5,547,762.50	\$21,277,018.11	





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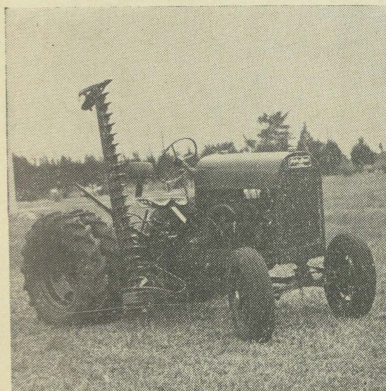
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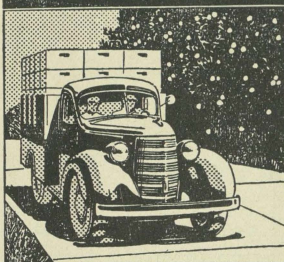
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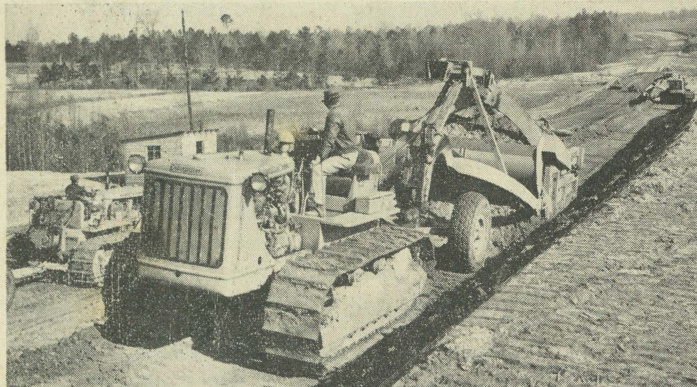


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